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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.48
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.		A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	8.35	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati...	...Dep.	6.50	—	9.24	10.39	12.09	2.31	5.38	7.19
Shatin ...	...Dep.	7.02	—	9.36	10.51	12.21	2.43	5.51	7.31
Taipo ...	...Dep.	7.16	—	9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21	—	9.53	11.08	12.38	3.00	6.09	7.48
Fanling ...	...Dep.	7.32	—	10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36	9.12	10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42	9.18	10.13	11.28	12.58	3.21	6.30	8.08

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		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati...	...Dep.	9.03	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	7.07

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STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shataukok	...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	2.05	5.15
Fanling	...Arr.	7.25	11.10	3.00	6.10

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"	SUN CHANG	"	SUN CHANG ...	... 5 "
"	SUN CHANG	"	CHING LUNG TOU	... 3 "
"	CHING LOON TOU	"	TAI LAM CHUNG	... 7 "
"	TAI LAM CHUNG	"	SOO KOON MUK	... 10 "
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SCOTTISH SPORT.

NO UPSETS IN RUGBY.

AIRDRIE TOP OF THE LEAGUE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, October 22nd.

There were no changes among the Rugby Championship leaders, though Stewart's College F.P. suffered their first defeat of the season at the hands of Glasgow High School F.P. Four clubs are still undefeated—Glasgow Academicals, Heriot's F.P., Watsonians, and Royal High School F.P. The first three of these won their games wonderfully comfortably, but the last-named could only secure a draw with Selkirk. In Edinburgh, the so far all-conquering Glasgow Academicals gave quite a good display against Edinburgh Institution F.P. and won without being fully extended, this result was fully expected. The game between Edinburgh Academicals and Edinburgh University was for the most part confined to the forwards, the slippery condition of the ball placing back play at a discount. It was thought that Edinburgh Wanderers would be able to give the Watsonians a good game, but the Big School had it all their own way. Territorially the Wanderers, thanks almost entirely to their robust forward play, had more of the game than the scoring would indicate. Selkirk, although they only succeeded in dividing the honours with Royal High School F.P., were the better balanced side. They led by three points with only a few minutes to go, but in a rousing finish, in which the School forwards went all out, they had victory snatched from them.

In the West, the weather was unfavourable and the ball slippery. The game where Stewart's College F.P. were the guests of Glasgow High School F.P., was only one instance; the players found great difficulty in maintaining a footing. The home side won, but all through it was a dull affair, mostly confined to the forwards. The meeting of West of Scotland and Hillhead High School F.P. at Hughenden was productive of a keen struggle, which resulted in a win for the visitors. Another keen game was that at Greenock between the local Wanderers and Kelvinside Academicals, the home side winning. The great event in the Border district was the visit of Heriot's School F.P. Reinforced by two of their South African contingent they never looked like losing the game, and their victory would have been more pronounced had some of their players not so frequently infringed the rules of offside.

Gala, 3; Heriot's (F.P.), 17.
Edinburgh Wand., 3; Watsonians, 20.
Edinburgh Institution, 0; Glasgow Academicals, 20.
Edinburgh Acad., 5; Edinburgh University, 6.
R. H. S. (F.P.), 6; Selkirk, 6.
Glasgow H.S. (F.P.), 9; Stewart's Col. (F.P.), 0.
Hawick, 9; Jedforest, 0.
Melrose, 9; Langholm, 3.
Hillhead H.S. (F.P.), 0; West of Scotland, 3.
Greenock Wanderers, 5; Kelvinside Acad., 0.

THE LEAGUE.

The feature of the programme of matches in the Senior Division of the Scottish League was the number of games in which clubs in the same district were in opposition to each other. The most important meeting of local clubs was at Edinburgh. Form pointed to a victory of the Hibernians, but some early failures seemed to depress them, and the Hearts then came in and scored a well deserved victory. The local Derby in the Northern district was between Aberdeen, who were at home, and Dundee. As generally expected, Aberdeen excelled in attack, and continuous pressure on the Dundee goal during the first half presaged the ultimate success of the home side. Dundee, however, reversed the positions after the interval, and the closing 15 minutes provided an exciting struggle for the mastery. Defences prevailed, and neither side scored. The first encounter of the Fifeshire clubs, Raith Rovers and Cowdenbeath, in the Senior Division, favoured the latter club in the earlier stages, but they tapered off, and Raith won well. A mistake in tactics lost Ayr the game to their county opponents of Kilmarnock. Airdrieonians won at Greenock, and went into top position, a point ahead of Rangers and Celtic. At Perth, Celtic got a point out of their match with St. Johnstone, neither side scoring in a game in which the famous Glasgow club enjoyed a measure of good fortune. Rangers beat Falkirk by 3 goals to 1—a margin that flattered the winners, as, excepting in the matter of scoring, Falkirk were not inferior.

Heart of Midlothian, 2; Hibernians, 0.
Aberdeen, 0; Dundee, 0.
Ayr United 0; Kilmarnock, 1.
Morton, 0; Airdrieonians, 1.
Motherwell, 3; Hamilton Academs., 3.
Queen's Park, 1; Third Lanark, 1.
Raith Rovers, 2; Cowdenbeath, 1.
Rangers, 3; Falkirk, 1.
St. Johnstone, 0; Celtic, 0.
St. Mirren, 3; Partick Thistle, 1.

OBVIOUSLY SOMETHING WRONG!

The Australian Meat Council in London inaugurated the opening of the meat trade season by a luncheon on October 9th, at the Savoy Hotel, at which Mr. J. H. Thomas, the late Colonial Secretary, was the principal guest. In the course of his speech, Mr. Thomas referred to meat price anomalies, and he went on to say that, to be quite frank, he was not happy about one thing. He had made some inquiries about their trade. He was told that the actual producer got about 2d. a lb. for his meat, and that it was sold in England to the wholesale people for about 3½d. or 4d. a lb. His wife had to pay about 1s. 4d. a lb. (A voice: "Shame!") There must be something wrong there. (Hear, hear.)

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The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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HONGKONG SHARE MARKET.

Messrs. Benjamin and Potts, in their weekly share report, dated Friday, Nov. 21st, say:—

The approaching Settlement combined with the holidays in connection with the Interport Cricket have influenced the local market, which has ruled quiet during the week, but towards the close a little more activity is noticeable, resulting in the transaction of a fair volume of business at prices slightly lower than last week's level.

Banks.—Hongkong and Shanghai Banks are firmer and have been booked at $1,173. The London price has risen to £139.10.0 (middle).

Marine and Fire Insurances.—Unions continue their upward movement and are wanted at $262. Hongkong Fires have spurted to $670. Cantons have eased off to $725. China Fires are enquired for at)180, and Underwriters at $1.40, while Yangtszes could be placed at $32.

Shipping.—"Star" Ferries have been comparatively quiet after the display of strength last week, and close with sellers at $115. Douglas Steamships are on offer at $60. Deferred Indo-Chinas at $111 remain neglected. Hongkong, Canton and Macao Steamboats have declined to $35. Tugs and Lighters at $24 have lapsed to a nominal quotation. Waterboats are enquired for at $17½.

Refineries.—There has been practically no business done in China Sugars, which have remained at a level of $95. Malabons are quoted at $41 nominal.

Oils and Mining.—Langkats (combined) are a shade easier and have been negotiated in the North at Tls. 19½. A further rise has occurred in the price of Tin and London advises that after touching £260.11.3, it closed buyers at £259.10.0. "Shell" Transports are in demand at 84/6. Other stocks in this section have been more or less neglected.

Electric Companies.—Hongkong Electrics have been dealt in at $43 and continue in request. Hongkong Trams after having receded to $43½ have come into strong demand and buyers are offering $45½ at the close. China Lights (combined) have fallen away to $25½.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been ruling weak and sales have been made down to $153. Hongkong and Kowloon Wharves have also eased and business has been done at $206. Shanghai Docks have fetched Tls. 97½, and close slightly firmer. Hongkew Wharves have strengthened and could be placed at Tls. 195. New Engineerings are asked for at Tls. 6.60.

Lands, Hotels and Buildings.—Hongkong Lands have further weakened, the market falling to $105. "Old" Hotels have changed hands to a fair extent at $19, and the new at $18½. Humphreys Estates are on offer at $23½ and Territorials at $4.40, cum the call of $3 made on the 15th instant. There are enquiries for Realties at $2.25 and Prince's Buildings at $150. According to latest advices received, Shanghai Lands are standing at Tls. 120. It is proposed to increase the capital of the Company by issuing 39,000 new shares in the proportion of 1 new to every 2 old, at Tls. 90.

Cotton Mills.—Ewo Mills are wanted at Tls. 11½ after sales at Tls. 11½. Orientals have come to business at Tls. 4.10. Shanghai Cottons have been booked at Tls. 60 for March.

Miscellaneous.—Green Island Cements (combined) have been in good demand and have changed hands in large quantities at $24. China Providents (new) have been placed at $6.20, and the old shares at $17. Dairy Farms after being sold at $24½/25 are offering at the latter rate. There are buyers of Lane, Crawfords at $19, Constructions at $7½, Mackintoshes at $22½ and Peak Trams (new) at $11½, while the old shares have lapsed to a nominal quotation of $28.

Exchange.—The T.T. selling rate on London to-day is 2/4½ and on Shanghai 72½.

Forward Settlement Days.—November 25th (Tuesday); December 23rd (Tuesday); January 20th (Tuesday).

CLOSING QUOTATIONS.

November 21st, 1924.

Hongkong and Shanghai Banks	$1,17 b; $1175 sa.
Canton Insurances	$72, b.
Union Insurances	$262 nom.
Hongkong Fire Insurances	$680 b.
Douglas Steamships	$60 s.
H.K., C. & M. Steamboats	$35 s.
"Star" Ferries	$115 s.
China Sugars	$95 nom.
Langkats (Combined)	Tls. 19½ nom.
Kowloon Wharves	$207½ nom.
Whampoa Docks	$153 b.
Shanghai Docks	Tls. 97 b.
Hongkew Wharves	Tls. 195 b.
New Engineerings	Tls. 6.60 b.
Hongkong Lands	$105 sa.
Hongkong Hotels (old) $19½ nom. (new)	$18½ sa.
Humphreys Estates	$23½ s.
Ewo Cotton Mills	Tls. 11½ b, Tls. 11.40 sa.
Shanghai Cottons	Tls. 57½ nom.
Orientals	Tls. 4 b.
Cements	$24 sa. & s.
Hongkong Ropes (combined)	$60 nom.
China Providents (combined, $24½ nom.	
Dairy Farms	$24½ sa.
Waterboats	$17½ b.
Watsons (old) $22, (new)	$13 nom.
Hongkong Electrics	$42½ sa.
China Lights (combined)	$25½ s.
Hongkong Trams	$45½ b., $46 sa.
Peak Tramways (old) $28 nom., (new)	$11½ b.
"Shell" Transports	84/6 b.

b—buyers; s—sellers; sa—sales.

NEW CUSTOMS DUTY IN JAVA.

In connection with the new customs duty on cigar and cigarette lighters and their flints, the Dutch Indies Government have issued an explanation saying that the imports of matches have fallen off a great deal. The imports of this commodity for the first eight months were 1,559,600 gross boxes, compared with 2,589,300 gross boxes in 1923 and 3,154,900 boxes in 1922, whereas the average monthly imports of the lighted were about eight hundred thousand. The duty on matches, which was estimated to fetch in about 11 million guilders, is now four millions less. Therefore, the financial experts of the Government proposed this new duty, i.e.,

(Continued at foot of next column.)

50 cents on a cigarette or cigar lighter, plus 12 per cent. ad valorem duty on same. The average import duty on matches into the Dutch East Indies is about f. 2.06 per gross boxes, or roughly f. 165 per case of six tins containing 100 packets of a dozen boxes each, and each box to contain not more than 30 sticks at this rate.

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I'm always happy, sir, and when you're happy yourself you promote the happiness of others.

I'm happy because I bring happiness—in the form of Kensitas—into the lives of all smokers of discrimination and taste, like yourself, sir.

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Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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SINGAPORE TRAMWAYS.

LAST-MINUTE OFFER FROM HONGKONG.

SCHEME FINALLY APPROVED BY COMMISSIONERS.

A last-minute offer from the Hongkong shareholders in the old Singapore Tramways Company came before the Municipal Commissioners yesterday, says the *Straits Times* of November 14th, when a special meeting was held to approve the Tramways Bill, embodying the results of the negotiations between the Commissioners and the Shanghai Electric Tramways Company. After a statement by the Commissioners' legal adviser to the effect that the Hongkong shareholders had no legal standing, a receiver having been appointed for the debenture-holders in the old company, the Bill was approved, and will now be sent to the Legislative Council.

At the outset the President (Mr. R. J. FARRER) said that the object of the meeting was to discuss the Bill which had been prepared by the lawyers acting for Sir William Plender, the receiver of the debenture-holders in the old Singapore Tramways Co., and which effectuated the negotiations which had been going on between Mr. McColl, of the Shanghai Tramway Company, the Commissioners, and Sir William Plender for something like two years. It might be that the intervention at the fifty-ninth minute of the eleventh hour of certain persons from Hongkong, represented by Messrs. Rodyk and Davidson, from whom two letters, the second modifying the first, had been received, might make the Commissioners doubtful whether it would not be desirable to postpone matters, in order to negotiate with this other body of persons. In order that they might make up their minds, Mr. Robinson, their legal adviser, would make a statement as to what the status of these gentlemen represented by Messrs. Rodyk and Davidson actually was.

Mr. A. P. Robinson, of Messrs. Drew and Napier, stated that the position of the group of people responsible for this letter was that they were a body of shareholders in the Tramway Company, and they had no legal status or entity with whom the Commissioners could deal. The Commissioners were dealing now with the receiver for the debenture-holders, and his position was legal and fixed, and he was acting in pursuance of certain orders of the Court obtained in England in a debenture-holders' action. A company was one thing and its shareholders were another, Mr. Robinson observed. To deal with a company, or—what in this case came to the same thing—the representative of the mortgagees of a company, that was one thing; but to deal with a body of shareholders forming only a part of the shareholders of a company, that was quite another thing. Whether this scheme was good or not was, no doubt, open to discussion, but even if it was very much better than the one embodied in this Ordinance, the Commissioners were not able to deal with these people at this moment because they could give the Commissioners nothing in return. If the Commissioners did come to an agreement with them, and they undertook to form this company and to carry out this new scheme, still there would be in between the Tramways here and the Commissioners, the debenture-holders, represented by Sir William Plender, who were for all practical purposes the legal owners of the stock and business and undertakings of the present Tramways.

COMMISSIONERS' QUESTIONS.

Mr. GRIFFITH-JONES: Are we in a position to deal with these people? Are we not committed definitely to the scheme with the Shanghai Tramways?

The PRESIDENT: Certainly we are morally committed; whether we are legally committed I don't know.

Mr. GRIFFITH-JONES: Then there is no need to discuss this matter?

The PRESIDENT replied that he thought some of the Commissioners might like to have any doubts they might feel as to the propriety of pushing aside that letter from Rodyk and Davidson resolved by their legal adviser.

Dr. PATHY: Are we in any way responsible for guarding the interests of the shareholders in this company?

The PRESIDENT: Not in any way.

Mr. TESSENSOHN suggested that the Commissioners should be given a few days to consider the matter.

The PRESIDENT: You have just been told by your legal adviser that these people have no power to negotiate, or offer us anything.

Mr. TESSENSOHN suggested that they might wait until the gentleman who was coming from Shanghai arrived.

The PRESIDENT: There is nothing to be gained by it. Sir William Plender has been appointed by the Court, and we are dealing with him. It is nothing to us whether the shareholders in the old company lose the whole of their capital or not. All that we are concerned with is getting the traffic of this town on a good basis.

Mr. ROBERTSON asked whether the President had committed himself verbally to the scheme with the Shanghai company.

The PRESIDENT replied that for Mr. McColl's satisfaction he had signed the draft Ordinance with certain reservations. Mr. McColl wanted this particular document for the purpose of showing in London that an agreement had been practically arrived at.

Dr. CLARKE: What would be our position if we did not carry out the agreement with Shanghai?

The PRESIDENT: We should be under no liability, if that is what you mean.

INCHE EUNOS: If we pass this Ordinance are we bound by it?

The PRESIDENT: When we have signified our agreement with this Ordinance we send it up to the Legislative Council, who will deal with it as they please.

INCHE EUNOS: According to this letter these people only want us to give them time.

The PRESIDENT: The main object of the letter is delay.

In a further explanation of the matter, the PRESIDENT stated that the Hongkong people sent a telegram on September 13th, to which the following reply was sent: "The position as it appears to us is simply that the Court in England has appointed Sir William Plender receiver and manager, and, that being so, Sir William Plender is the only person whom the Commissioners can recognise or deal with. Hence our attitude towards yourself and those whom you represent can only be that we are unable to recognise your existence as persons with whom we can negotiate."

The PRESIDENT added that the whole scheme had received the sanction of the Court in England, and until these gentlemen could get behind that order by persuading some court in England to cancel it the Commissioners could not deal with them.

HISTORY OF THE NEGOTIATIONS.

The PRESIDENT then gave a short outline of the history of the present negotiations, which commenced in May, 1922. The Shanghai Company put forward certain proposals, and the Commissioners appointed a special committee to consider them. The committee did not agree with what the Company wanted them to do, and they sent the following cable to the company: "Municipality refuse extension of tramway concession on the ground of incompatibility of your interests and theirs with regard to roads, but would consider railless cars in place of rails, the company to pay half the cost of reconstruction of roads." One of the matters that came up immediately was the revision of the electricity contract, which was referred to in the letter from Messrs. Rodyk and Davidson. The electricity contract was made in 1923, and it bound the Singapore Tramway Company to deliver to the Commissioners all the power that they required at certain rates. During the war the company found that this contract, owing to the rise in prices, was involving them in loss of money. They sought for relief in the local courts, but did not succeed, and they then appealed to the Privy Council. While the matter was still pending there was a decision in the Privy Council on the very point raised by the Tramway Company, and the Commissioners had therefore to contemplate the practical certainty that the Company would win their appeal, and the Commissioners would have to pay increased rates for electricity supplied to them dating back to 1918, which would have meant a very large sum of money. When the negotiations with the Shanghai Company, or with Sir William Plender, began, the committee decided that in coming to an agreement they should get the electricity question cleared out of the way, and thus free the Commissioners from the necessity of continuing to take electricity from the Tramway Company, and put them in a position to put up their own power station. As a result they had come to a definite agreement with Sir William Plender, but this was contingent upon the passing of this Ordinance and the terms for the settlement of the Privy Council action were that the Commissioners were to pay £20,000 to the Company. Thanks to the desire of the Shanghai Company—who were the moving spirit in the proposals for the reconstruction of the Singapore Company—to obtain the concession for railless trams, they had been able to effect this very reasonable contingent settlement with regard to the electricity supply.

FEAR OF COMPETITION.

Continuing, Mr. FARRER said that the Shanghai Company at once adopted the idea of substituting railless cars, but they expressed the fear that the Commissioners themselves might compete with them, and the Commissioners committed themselves to a declaration to refrain from competitive services on roads served adequately by the company, but they refused to undertake to restrain other competitors by restricting licences or by any other action. Later on, the company pointed out that it would be unfair to them if they were to be subjected to competition from motor-busses which might be bearing much lighter taxes than the company would have to pay under their agreement with the Commissioners, and the committee therefore agreed to the principle of equitable treatment of public vehicles. In other words, if it should be proved that the total sum payable to the Commissioners by any company or person in respect of public vehicles competing with vehicles of the company was less than that payable by the new company, the Commissioners would increase the taxation. A clause applying this provision to motor-lorries crept in, but it had been deleted.

This Bill extended to the Shanghai Company, the PRESIDENT continued, until the Singapore Company transferred to the new company the concession formerly held by the old company for a period of thirty years, and it provided that as soon as any route on which tram-lines were situated had been reconstructed by the Commissioners the company had to pull up the tram-lines, and run railless cars instead; the Municipality would then complete that particular road by reconstructing that portion over which the tram-lines had been laid. It also enabled the Commissioners to come to an agreement—indeed, an agreement had virtually been come to—both as to the order in which they should take up the reconstruction of the present tramway routes, and the abandonment and removal of the tram-lines from Jalan Sultan, North Bridge Road, South Bridge Road as far as Cross Street, and the whole of Tanjong Pagar Road, as soon as the alternative route was available *viâ* Victoria Street, Hill Street, New Bridge Road, and Cross Street, a small portion

(*Continued on next column.*)

IMPROVING COTTON IN CHINA.

A TYPICAL MEETING WITH UP-COUNTRY FARMERS.

In the latest issue of *Agriculture and Forestry Notes*, issued by the University of Nanking, a description is given of one of the meetings held from time to time with the object of improving the cotton grown in the country. The report says:

The following paragraph is taken from a letter received from Mr. Chen Yen Shan and Mr. Chow Ming I of the Department of Extension, describing their experiences at Wukiang, Anhui, while on an extension field trip. It answers in a very positive way the question so often asked, 'Do the farmers respond to better things? The College is maintaining a one half day rural school emphasizing school garden and nursery work, and a cotton demonstration farm at this place. The Mr. Li referred to is a product of our one year course in agriculture. In addition to his teaching, he conducts an evening course in popular education with the 1,000 character lessons. On Sunday, he conducts a Sunday School and sometimes preaches. His first problem was to gain the confidence of the farmers. How well he has succeeded is indicated herewith.

"At Wukiang (Anhui), Mr. Li had prepared well for the meeting. The door was beautifully decorated with a cedar arch, paper flowers, big sign for the exhibition and the national flag flying. The next morning we arranged the exhibit material in the school room and were ready by ten o'clock. Many people passing here came in to see our exhibits. We talked to them and asked them to come again in the afternoon at two o'clock. In the morning we received various lots of cotton from the farmers and arranged it all in exhibit order. We put the names, places, amount of land, amount of cotton harvested, and the total money obtained, on the bag of each farmer.

"In the afternoon we started our meeting at two o'clock. Both farmers and farm ladies, merchants and merchant ladies, gentry and gentry ladies, were present. We rang the bell to call the meeting to order. Then I went up to the platform to announce the purpose of the meeting. Mr. Li told his experience with the farmers in the beginning and their attitude toward him now. He made them all laugh and again sorry for their ignorance. He also told the result of our cotton and of all farmers' cotton in the exhibit bags. He also chose four farmers to come to the platform to bear witness and asked them to tell the audience about their good harvest, better cotton and more money received.

"They believe in us now and want to grow more cotton next year. We had our movie in the afternoon instead of in the evening, because Wukiang is also under martial law now. The room was fully packed with about 300 people and the meeting was adjourned at half-past five. The meeting was a very successful one as Mr. Li is the right kind of man to work for it."

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

"PREPARING TO ATTACK CANTON."

General Chen Chiung Ming has decided to remain neutral in the muddle of politics in North and Central China, and devote his attention to the local issue—the ousting of Bolshevism from Canton. His three divisions, led by Generals Lin Fu, Hung Choa Lin, and Yeh Chu, have been ordered to prepare for the attack on Canton, while a committee composed of representatives of Canton, Swatow, and communities is assisting him with funds. Some $300,000 has been handed over to the troops commanders recently, and more is being subscribed for his support. The Cantonese are supporting General Chen on the understanding that he will refrain from siding with one political faction or another but concentrate his energy towards the salvation of Canton from Red influence.

THE MAYORALTY.

Friends of Dr. C. C. Wu in Canton are placarding the streets to promote his election to the mayoralty. He is termed "a friend to the workers, a model merchant, and an advanced student." Dr. Wu is son of the late Wu Ting Fang and is at present Head of the Foreign affairs Department at General Headquarters. He is the most popular candidate for the nomination among the students and the merchants. Dr. Wu is a graduate of London University and has been a follower of Dr. Sun Yat Sen since 1917. He has never been a very active merchant, except perhaps, in real estate transactions in the last two years in Canton, and Mr. Tze Ying Pak, his rival, the favourite of the Workers Union, may dispute his claim to be regarded as "a model merchant." So far the rivalry has been most friendly, as both Dr. Wu and Mr. Tze are leading men in the Kuomintang.

FOREIGN PIECE GOODS MERCHANTS AND LIKIN.

The authorities in Canton have ruled that foreign merchants, as well as native, dealing in piece goods will have to pay likin. The Hip Lung Syndicate farming out the likin for collection has guaranteed $193,200 a year to the government.

THE SIMPLE LIFE IN JAPAN.

"BE DILIGENT AND THRIFTY."

Mr. Hamaguchi, Minister of Finance, has given out the following statement to the Press:—

"To-day (November 10th) is the first anniversary of the grant of the Imperial Edict on the cultivation of a sound national spirit, and I feel the force of the Imperial injunctions contained therein more now because of the situation prevailing at home and abroad. The adoption of the Dawes plan seems to have introduced a ray of hope into the financial and political atmosphere in Europe, which has long been darkened by the post-war insecurity, and it is to be expected that a new face will gradually be put on the general European situation hereafter. With the recovery of the situation, economic competition among the Powers will probably grow.

What is, then, the state of Japan at this supreme conjuncture when a revolutionary turn is about to come over international politics and finances? Although four years and a half have elapsed since the reaction came on in 1920, things have not yet settled themselves. Industry is paralysed and trade is at a low ebb. To make matters worse, the disastrous earthquake of last year inflicted inestimable losses upon the country's finances and economics. Foreign trade, upon which depends the prosperity and decline of the country's finances, has been unfavourable year in and year out since the termination of the war. Last year the excess of imports over exports of the country, inclusive of Korea and Formosa, exceeded Y600,000,000, while the trade balance during the first half year of the current year was over Y700,000,000 against this country. The aggregate sum of the surplus of imports since 1910 has reached the huge figure of Y2,700,000,000. The result of this strikingly unfavourable trade balance has been the gradual diminution of the specie, which has led to a sharp fall in the exchange rate to the extent of twenty or thirty per cent. The effects of this phenomenon are being disastrously felt in financial circles. On the other hand, State expenditure has considerably expanded since the war, with the corresponding increase in national debts.

The lax and extravagant habits which grew upon the people in the war boom days still exist, due to lack of popular awakening, though there was some though only temporary improvement at the time of the earthquake.

In short, if the present state of things be allowed to take its course, there can be neither financial recovery nor the increase of national resources, and Japan will be hopelessly left behind in the future international competition. The best way to meet the present grave situation is for the people to observe the injunctions set forth in the Imperial Edict referred to, and take on a fresh spirit. In other words, we must discard flippant and indulgent ways of living for a thrifty and strenuous life. In carrying out administrative and financial readjustment the Government was prompted by a desire to set the example of economy. If the people are united in their efforts to be diligent and thrifty, there will be an increase of capital, on the one hand, and the lowering of prices and the gradual revival of the export trade, on the other, with the result that a new life will be imparted to financial circles and national development be attained. Diligence and economy are not simply a negative moral code regulating individual life, but an important key to national prosperity."

of South Bridge Road, and the new road to Kreta Ayer. The payments in return for which the Shanghai Company got this concession were calculated to pay half the sinking fund and interest on the loan of $2,400,000 which had been authorised by Government for the reconstruction of roads. In most respects the Bill followed as nearly as possible the old Tramway Ordinance. "There can be no question," said the PRESIDENT in conclusion, "that since Mr. McColl and his staff took over the running of the tramways they have been enormously improved from what they were before, and I have every confidence that the Shanghai Company will run these trackless trams in a manner as satisfactory as we can hope to attain."

COMMISSIONERS' COMMENTS.

Mr. DUNMAN remarked that this request, coming at the late hour, was somewhat extraordinary. In any case it would delay the proceedings for many months, and that alone was a very great deterrent. He added that the Shanghai Company had worked during the past two years most efficiently. (Hear, hear.) They had put all the cars into thoroughly good running order, they had carried out a complete reorganisation, they had reduced fares and they had doubled the tram traffic.

The PRESIDENT: More than doubled it.

Continuing, Mr. DUNMAN said that the Shanghai Company had had to provide something like £80,000 in order to do this work. The Commissioners had to consider the best possible means of improving traffic conditions in the town, and he felt quite satisfied, from what the Shanghai Company had already done, that they were in every way competent to run the new company most ably. He pointed out that they were completely in the dark as to the capabilities of the Hongkong shareholders.

In reply to Mr. Griffith-Jones, the PRESIDENT stated that he was informed that the Commissioners could not be held to be bound by anything they had done. It all depended on the Legislative Council.

Mr. GRIFFITH-JONES: If we break with Sir William Plender now, do we re-open the question of the electricity supply?

The PRESIDENT: Yes, because the agreement to withdraw the Privy Council appeal is contingent upon the passing of this Bill.

Mr. GRIFFITH-JONES: We are committed over this electricity question, and morally committed over the tramways?

The PRESIDENT: We are committed over the power station, which is the best thing we can possibly do for the town.

After further discussion, the PRESIDENT moved that the Bill, with the exception of certain sections which were matters for the Inspector General of Police, be approved. Mr. MANASSEH seconded, and the resolution was unanimously carried.

CRIMINAL SESSIONS.

[BEFORE THE CHIEF JUSTICE (SIR HENRY GOLLAN).]

ARMS ON A JUNK.

THE RISKS A LEGISLATIVE COUNCILLOR MIGHT RUN.

When the case in which two Chinese junk people, charged with the unlawful possession of 18 automatic pistols, 1,642 rounds of revolver ammunition and 460 rounds of rifle ammunition, was resumed yesterday morning the Chief Justice pointed out to the Jury that the law imposed absolute liability on the person in charge of a ship, whether or not he knew of the presence of the arms. If they found the first prisoner to be the person in charge of the ship, the only thing they could do was to find him guilty.

Mr. H. K. Holmes, Crown Solicitor, prosecuted and Mr. F. C. Jenkin appeared for the prisoners.

The second prisoner went into the box, and in the course of his evidence said that Chan Fuk, the bosun, was solely responsible for the storing of the cargo in the hold. Chan Fuk was on board when the Police made the raid, but disappeared immediately. A man named Chan Hi, the bosun's assistant, who was a carpenter, also disappeared.

A tallyman gave evidence, and said that he was responsible for paying the wages of the men employed on the junk. He said that after the raid, though there were wages due to Chan Fuk and his assistant, neither had put in an appearance nor made any claim for the money.

Mr. Holmes argued that absolute liability was imposed on the first prisoner.

Mr. Jenkin said that if the contention of the Crown were carried out to its logical conclusion it would apply to any steam launch or motor boat. If a member of the Legislative Council were to proceed on his own launch or any launch of which it could be said that he was in charge, for the purpose of taking ladies to a bathing picnic, or to meet his wife on an incoming steamer, or for some other purpose consistent with the status and dignity of a member of the Legislative Council, and arms were found on board, he would be liable to be put in the dock and could say nothing in his own defence.

His Lordship: That is if he were skippering.

Mr. Jenkin: I did not use the word. I am keeping to the words of the section of the Ordinance "The person in charge." Unless he could prove that he was not the person in charge, he would, in common parlance, be "for it."

His Lordship: I could deal with him as a first offender.

Mr. Jenkin: The question of sentence is beyond my argument.

Mr. Holmes pointed out that hardship did not affect the Court. The Court was not there to legislate, but to carry out the intentions of the Legislature.

His Lordship pointed out that Counsel for the defence had to satisfy the Jury that first prisoner was not the man in charge.

Mr. Jenkin: Even if they are wholly satisfied that he is innocent of guilty knowledge, they are bound to find him guilty?

His Lordship: I am afraid so.

Summing up, his Lordship told the Jury it was not their duty to consider whether a law was harsh or not. If they found the first prisoner to be the "person in charge" they must find him guilty, and the second man had to satisfy them that he had no knowledge of the arms.

The Jury retired, and returned after 25 minutes. They found first prisoner "guilty," but, on account of his age, recommended him to mercy, and found second prisoner "not guilty."

His Lordship postponed sentence until to-day.

OIL PILFERED IN HARBOUR.

JUNK MASTERS CHARGED.

How the attempt to steal a quantity of cassia oil, the property of Messrs. Botelho Brothers, was frustrated, was related when two junk masters named Lo Yeung and Ho Fai were charged. The charge was of stealing three drums of oil. Both men pleaded not guilty.

Mr. H. K. Holmes, Crown Solicitor, prosecuted. The first prisoner was not represented, but Mr. F. C. Jenkin (instructed by Mr. Leo D'Almada) appeared for the second.

Mr. Holmes said that the cassia oil was purchased from the Kwan Cheong Godown by Messrs. Botelho Brothers, and it was intended to be shipped to America. There were 15 drums, a cargo worth about $18,000. On October 11th, the first prisoner was instructed to collect empty drums and take them to the Kwan Cheong Godown, and consequently he knew the cargo was to be shipped. In conversation with the No. 2 tallyman of the firm, he discussed arrangements for abstracting the oil from the drums and substituting water. There was also a discussion as to the division of the proceeds. No. 2 reported this conversation to the head tallyman next morning. Later the oil was poured from the native containers into the drums, measured, weighed and sealed. On the morning of October 21st, it was placed on first defendant's cargo boat for removal to the *City of Rangoon*. The Police watched *from a motor boat* some distance away, and followed the junk in its progress across the Harbour. Instead of going alongside the steamer, the junk went to a point between Yaumati and Laichikok. Those on board occupied themselves, during the trip, by emptying three of the drums into vessels they had provided in the hold. They were busy on the fourth drum when the police went alongside. When the Police arrived there was a dash for the shore, but Lo Yeung and Ho Fai were arrested, and the various implements used for opening the drums were seized.

Evidence was given by Mr. G. H. Carvalho and Mr. H. M. Remedios, employed by Messrs. Botelho Bros. and also the No. 1 and No. 2 tallymen, and his Lordship adjourned the case until 10.30 this morning.

(*Continued on next column.*)

CONSPIRACY CHARGE.

"SOLICITORS' CLERKS CASE" RE-OPENED.

Yesterday afternoon, before J. R. Wood at the Central Magistracy, the case in which Lo Shu Fan and Cheung Pui Chuen, *alias* Charles Kent, two clerks in the employ of Messrs. Hastings & Hastings and Deanys & Bowley, are charged on three counts, was resumed.

It is alleged that they conspired together to defraud Wong Tak Yin of her property by false representations that Lo Shu Fan was owner of certain lands in the New Territories and had transferred the same into the name of the said Wong Tak Yin and desired to mortgage the same. The other two counts alleged that the defendants conspired together to induce the complainant by false representations to sign two deeds of sale.

In the last two counts, the defendants are alleged to have acted in conjunction with Au Hon Fu and Ho Sai Lok, son of the complainant.

Mr. M. K. Lo prosecuted and Mr. E. Davidson appeared on behalf of the defendants. Mr. H. S. Fitzroy, instructed by Messrs. Lee & Russ, watched the proceedings on behalf of Lau Shun Cho, the purchaser of certain property involved in the case.

As the previous hearings had been taken by Mr. R. E. Lindsell, at present on home leave, the case had to be reopened yesterday afternoon, so that the proceedings consisted chiefly in the reading out to Wong Tak Yin of her evidence given at the earlier hearings.

The case will be continued this morning, when in all probability the evidence of Ho Sai Lok will be dealt with in the same way.

BOULDER THROUGH A ROOF.

FAULTY BLASTING COSTS A CONTRACTOR $100.

On the 8th of the present month a coppersmith of To Kwa Wan, Hunghom, was occupied with his graceful craft at about 5 o'clock in the afternoon, when his labours were disturbed by the entry through the roof of his shed of a boulder weighing about 80lbs.

The coppersmith was one of the witnesses in the police court sequel yesterday, when the Wing Lee firm of contractors were charged before Mr. E. W. Hamilton at Kowloon, with neglecting to take proper precautions in blasting operations.

Inspector Ogg informed the Magistrate that the defendants had been fined $10 on two previous occasions for similar offences.

His Worship, remarking that he regarded this case as a serious one, imposed a fine of $100.

ATTEMPT TO ROB MILITARY STORE.

THIEVES' VAIN EFFORT AT GUN CLUB HILL.

Following on the theft last Monday night of two machine guns from Whitfield Barracks, in connection with which no arrests have yet been made, an attempt to break into the military store at Gun Club Hill has been reported.

It appears that on Thursday morning, it was discovered that the typhoon shutters of the store had been tampered with, but had resisted the efforts of the would-be thieves.

The latter's object, it is believed, was to gain possession of two Vickers machine guns which, with their necessary equipment, are kept at the store.

LOCAL SPORT.

TO-DAY'S FOOTBALL.

The following games are down for decision to-day.

LEE WAH CHALLENGE CUP COMPETITION.

Civilians *v.* South China, H.K.F.C. ground. Kick off at 4 p.m. Referee: Mr. Spencer. Linesmen: Messrs. Collins and Wilby.

HONGKONG LEAGUE.

Division II.

Kick off at 2.45 p.m.

East Surreys Drums *v.* South China "B." Sookunpoo ground. Referee: Mr. Ford.

University v. South China "A," South China ground. Referee: Mr. Bailey.

St. Joseph's "A" *v.* St. Joseph's "B," St. Joseph's ground. Referee: Mr. Greer.

Kowloon Reserves *v.* Club de Recreio "B," Kowloon F. C. ground Mr. Smith, R.A.

Kick off at 2.30 p.m.

Sacred Heart *v.* East Surreys Reserves, Hongkong Club ground. Referee: Mr. Collins.

The Club de Recreio "A" have been permitted to postpone their match with the Hongkong Club Reserves owing to two of their players taking part in the Challenge cup Competition.

There will be no first division league games this week.

The match on the Club ground to-day opens a new Competition in soccer football. The Lee Wah Company have presented to the H.K.F.A. a Challenge cup to be competed for annually by teams selected by the Association. Four teams have been selected to play this season and the game to-day will be the first of the semi-finals. The other game will be between teams chosen from the Navy and Army. The H.K.F.A. are running these games with a view to selecting a team to represent Hongkong in the coming Interport game with Shanghai.

It is fully expected that South China will maintain their unbeaten record, although the Civilians are turning out a very strong combination. The team selected is as follows:—

A. E. Clarke (Police); Wheeler (Kowloon) and Bishop (Club); McKelvie (Kowloon) J. Stewart (Club) and Duncan (Kowloon); Britton (Police) Howard and Jones (Club) Rocha and Brown (Club de Recreio).

In the junior league the game on the Club ground should be well contested and it is expected that the East Surreys Reserves will win.

The University will not be at full strength against South China "A" on the South China ground and the "A" team should take the points.

The East Surreys Drums should have an easy win over the South China "B" should they be in the same form as last week when they played the "A" team to a draw.

At Kowloon the game should be even as the Reserves went down to the "A" team last week by five goals to *nil*.

The game between the two College teams should end in favour of the "A" team.

H.K.F.A. MEETING.

Mr. J. McCubbin presided over a meeting of the H.K.F.A. last evening in the Board Room of Messrs. Shewan, Tomes and Company (kindly lent for the occasion), all the Affiliated Clubs being represented. The following were present: Messrs. May, McTavish, Smith, R. Hall, F. Wheeler, A. E. Cottam, C.P.O. Vincer, R.S.M. Cook, Q.M.S. Charlesworth, Inspr. J. Clark, Johnson, Lawrence, Dallah, E. de Souza, Guigum, B. A. Hyder, Mok Hing, C. F. Yuen, Lai Wai Tong, and W. E. Hollands, Hon. Secretary.

The minutes of the previous meeting having been read and confirmed, the Chairman expressed the sympathy of the Association with Mr. F. Wheeler on the death of his father, Capt. F. G. Wheeler, a former vice-president of the Association.

A letter from the Alice Memorial Hospitals was read in which it was stated that the Hospitals were appealing for funds and asked for the support of the H.K.F.A. It was decided to set aside a proportion of the gate in the Sunday Herald Charity Competition matches and the Secretary was instructed to reply accordingly.

Mr. R. Hall, Chairman of the Kowloon Football Club, was elected Vice-President of the Association *vice* the late Capt. F. G. Wheeler.

The following were elected to serve on the Interport Selection Committee: The Chairman, Messrs. May and Smith, Lieut. E. A. Cottam (East Surrey Regt.), and C.P.O. Vincer (H.M.S. *Tamar*).

The University were permitted to postpone their League matches on the 29th inst. and December 6th on account of the University examinations. For cancelling their League fixture with Kowloon without reference to the League Management Committee, South China were fined $5.

The meeting of the Referees' Board suspended the following players for misconduct in the Junior League match between St. Joseph's "A" and South China "A":

Choi Ping Fan, South China F.C., for four weeks.

W. J. Leonard, St. Joseph's F.C., and Au Kit Sang, South China F.C., for four weeks.

The suspensions were upheld by the H.K.F.A.

HOCKEY NOTES.

[BY "SHORT CORNER."]

Several of the Home clubs play the first match of the season late in September, but it has become a tradition with one or two of the larger clubs to play no matches before the beginning of October. Reports of opening matches received from Home go to show that this season may be expected to record no set-back to the increasing popularity of the game.

At the Interport Cricket dinner on Wednesday the Hongkong Captain expressed in the course of his speech a hope and a belief that there will always be found Englishmen to carry on the traditions of cricket, the game above all others in which we have excelled. As I stated last week there has been, almost from the commencement of hockey as it is played to-day, a community of interests between cricket and hockey, and the hope put into words by "Dick" Hancock will be heartily endorsed by all interested in hockey as having a direct bearing on the welfare of the latter game.

* * * * *

A hockey International with France has been one of the events of the season for some years now, although the French selection committee have been sorely handicapped by having to draw their players from the members of one or two important clubs. And now the controlling body in Holland has decided to amend its rules to conform to those of the Hockey Association, a tribute to the game as played in Great Britain, and an acknowledgment of the need for international agreement on points of play arising from the increasing importance of the game.

* * * * *

I mentioned last week that Shameen is anxious to send a hockey team to Hongkong, and I understand that the H.K.H.C. have left the fixing of a date to the Shameen Hockey Club.

The game will probably be played early in December, and it will be interesting to see whether Shameen's hockey is as good as their cricket. Many of the players are, it seems, new to the game, but, as I hinted before, one never quite knows.

* * * * *

The question of an Interport game with Shanghai has been raised, and I believe that a definite announcement will be possible in the near future.

Distance makes an obstacle to every Interport game between the two cities, but it is to be hoped that Shanghai will see their way clear to pay us the visit owing some time this year.

* * * * *

It was a happy thought to arrange a hockey match with the "Malaya" cricket team before they leave the Colony. The game is to be played on the U.S.R.C. ground, Kowloon, at 4.30 p.m. on Tuesday next, the 25th, and the H.K.H.C. side will be as follows:—P. W. F. Mills; E. W. Hamilton and G. H. Piercy; A. S. Hett, E. J. R. Mitchell, and the Rev. T. B. Powell; H. Owen Hughes, D. H. F. Macmaster, G. R. More, A. C. F. Bowker and B. D. Evans.

Members of the United Services Recreation Club and the Hongkong Cricket Club, with their friends, are to be the guests of the Hongkong Hockey Club, and tea will be served by the ground at 4 p.m. It may be that several of the "Malaya" team are not regular hockey players, but they will no doubt put up the strongest possible opposition to the Club side, with results that will be worth watching.

CRICKET.

KOWLOON *v.* MALAYA.

To-day, at 10.30 a.m., on the K.C.C. ground, the following will represent the home club:—H. Overy (capt.), Lt.-Col. E. D. Matthews, B. D. Evans, A. T. Lay, E. C. Fincher, A. E. Wood, F. Goodwin, J. C. Lyall, A. R. F. Raven, L. A. R. Duncan, A. W. Ramsay, and Geo. Lee. Umpire: J. P. Robinson; Scorer: E. Hoather.

CINEMA NOTES.

QUEEN'S THEATRE.

Have you read Jack London's novel of sea adventure "The Mutiny of the Elsinore?" If you did, you probably realised at the time what wonderful material it contained for a great motion picture. That material has been utilized; and "The Mutiny of the Elsinore" is now showing at the Queen's Theatre. In the same programme will be seen the moving pictures of the recent devastation of Canton taken by Pathe's cameraman at great personal risk. You have read all about it in the papers and you will now see it on the screen—an event not to be missed.

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BEAUTIFULLY DECORATED BASKETS of SOAP, PERFUME, COMPLEXION POWDER, etc. ... ... } $18.50 & $22.50

VERY NEAT PRESENTATION BOXES . $7.50, $8.50, $18.00

BATH SOAP de LUXE ... ...per box of 6 tabs $6.60

FANCY TINS TALCUM POWDER ...per tin 80 cts.

ESSENCE CHAMINADE ... ... per bot. $5.50 & $9.50

" MYSTERIEUSE ... ... " $9.50

" FANTAISIE ... ... " $5.50

" JUNE ROSES ... ... " $4.00 & $5.50

" SERENADE ... ... " $6.50 & $12.00

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ALSO A NEW STOCK OF

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Collars, Ties, Gloves,

Scarves, etc.

INSPECTION INVITED.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

EXTRA MEETING—29TH NOVEMBER.

CONDITION for ENTRIES SEVENTH RACE, HONGKONG AUTUMN CHAMPIONS, POST ENTRIES.

By Order,
C. B. BROWN,
Secretary.
1527]

HONGKONG JOCKEY CLUB.

THE SEVENTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, NOVEMBER 29TH, 1924, commencing at 2.30 P.M.

The First Bell will be Rung at 2.00 P.M.

The Charge for Admission to the Public Enclosure will be $1.

Soldiers and Sailors in uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LEVERAD & DAVIS at $5 each up to FRIDAY, NOVEMBER 28TH.

The Stewards invite the Ladies of Hongkong to be present. [1528

ST. JOHN'S CATHEDRAL.

ORGAN RECITAL

BY

MR. FREDERICK MASON, A.R.C.O., L.T.C.L.

ASSISTED BY

MRS. S. COLLETT (SOPRANO)

MR. H. G. ANNIS (TENOR)

ON

TUESDAY, NOVEMBER 25TH, 1924,

AT 5.30 P.M.

(COLLECTION FOR ORGAN FUND). [1525

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENREOCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 12th December, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 21st November, 1924. [1524

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "NIPPON."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 22nd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 22nd November, 1924. [1529

STRUTHERS & BARRY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO AND LOS ANGELES VIA PORTS.

THE Steamship

"WEST FARALON"

having arrived from the above-mentioned ports, Saturday, 22nd November, 1924, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports Office, Hongkong, before *Bills of Lading* will be *countersigned* or Delivery Orders issued.

All broken, chafed and damaged Cargo to be left in the Godowns where it will be examined at 10 A.M., Thursday, 27th November, 1924, by Messrs. ANDERSON & ASHE, Marine Surveyors.

All Claims must be presented within 10 days of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be recognised after the Goods have left in the Godown, and Cargo undelivered after Friday, 28th November, 1924, will be subject to Rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & BARRY,
Agents,
U.S.S.B. Emergency Fleet Corpn.
Hongkong, 22nd November, 1924. [1526

NEW ADVERTISEMENTS

HONGKONG ST. ANDREW'S SOCIETY.

NOTICE.

PRACTICE DANCES.

MEMBERS are Reminded that the LAST PRACTICE DANCE will take place at the CITY HALL on TUESDAY, the 25TH INSTANT.

Admission only by Slips attached to the Ball Invitation Cards.

By Order,
A. RITCHIE,
1523] Hon. Secretary.

ST. STEPHEN'S COLLEGE.

AN EXAMINATION For NEW BOYS will be held on MONDAY, NOVEMBER 24TH, at the SCHOOL, 6, Prospect Place (off Bonham Road), at 9 A.M.

There are a Few Vacancies both for Boarders and Day-boys; and a New Class for Beginners will be formed. [1479

S.S. "LIEUTENANT ST. LOUBERT BIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBOROUGH, LONDON, &c., also Cargo ex s.s. "MEINAM" from COGNAC, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 27th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 31st instant, or they will not be recognized.

All damaged Packages will be examined on Wednesday, the 26th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.
Hongkong, 20th November, 1924. [1520

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MOORISH PRINCE"

having arrived from the above Port on 17th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 25th instant at 10 A.M.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong.
Telephone No. 3165.
Hongkong, 17th November, 1924. [1507

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SARDINIA"

Capt. O. SIGGERS, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 26TH NOVEMBER, 1924, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M., the Day before Sailing. The contents and value of all packages must be declared.

For further particulars, apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 20th November, 1924. [1516

THEATRE ROYAL

"THE YEOMEN OF THE GUARD"

DECEMBER 12TH, 13TH, 15TH, 17TH, 19TH and 20TH

BOOKING AT ANDERSON'S OPENS MONDAY, NOVEMBER 24TH

PRICES :—$3, $2 and $1.

[1517

INTIMATIONS

NOTICE.

MR. F. R. JONES is Appointed MANAGER of our HONGKONG BRANCH from Date in Succession to MR. A. W. STEWART-JONES, who has been Transferred to Shanghai.

REUTERS, LTD.,
WM. TURNER,
General Manager in the Far East.
1513]

KOWLOON GOLF CLUB.

NOTICE.

MEMBERS of the above Club are hereby Notified that the Course will be Open for Play on and after 1st DECEMBER, 1924.

WM. PATERSON,
1522] Hon. Secretary.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX, on MONDAY, the 24TH of NOVEMBER, 1924, at 5.30 P.M.

By Order,
C. B. BROWN,
1460] Secretary.

FOOTBALL.

LAI WAH CUP SEMI-FINAL.

THE SEMI-FINAL of the Above CUP between the CIVILIANS AND CHINESE will take place on the CLUB GROUND on SATURDAY, NOVEMBER 22ND. Kick off at 4 P.M. Sharp. Extra Time if necessary will be played.

ADMISSION :—$1.00 and 50 cents.

Services: 50 and 30 cents. [1512

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 918 for 5 Shares, £4 per Share paid up, Number 9626/9630 in this Society standing in the Name of HORMUSJEE COOVERJEE SETNA, of Bombay, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 5 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 24th October, 1924. [1405

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS, During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

OF BUNKER COAL,

This is to Inform You that TAIT & CO., AMOY (A Well-protected Port with Good Anchorage) have Stocks of

GOOD JAPANESE BUNKER COALS AT REASONABLE PRICES.

Wireless Messages via Hongkong or Formosa are Re-transmitted by the GREAT NORTHERN TELEGRAPH Co., and a Wire to "TAIT" or "COALBUNKER" AMOY, will Receive their Prompt Attention.

Bentley's Complete-Phrase Code used. [1437

TO LET.

"AVE HOUSE," No. 1, MAY ROAD. From 15th MARCH, 1925. Furnished Seven-roomed House, 4 Bathrooms, Hot and Cold Water, Tennis Court, and Garden.

Apply to—
ABRATOON V. APCAR,
1519] Prince's Building.

TO LET.

SPACIOUS OFFICES, in POWELL'S BUILDING, 12, DES VŒUX ROAD (Central Position). Vacant: JANUARY 1ST, 1925.

Apply—
MANAGING-DIRECTOR,
WM. POWELL, LTD.
[1521

TO LET.

TO LET.—One SINGLE ROOMED OFFICE on 1ST FLOOR, No. 14/16, PEDDER STREET.

Apply—
PROPERTY OFFICE,
1196] JARDINE, MATHESON & Co., LTD.

TO LET.

OFFICE ROOMS in CENTRAL POSITION.

Apply—
LINSTEAD & DAVIS,
1309] Alexandra Buildings.

When you see THE

SIGNAL TOWER

Starring

Virginia Valli

You will see the most remarkable and thrilling train wreck ever screened.

To-day, at 2.30, 5.15, 7.15 & 9.15

at the

CORONET.

INTIMATIONS

FINE

PORTS

AND

SHERRIES.

For many years we have enjoyed a reputation for Ports and Sherries second to none. We invite connoisseurs to give our "D" & "E" brands of both a trial. We do not ask them to buy blindly but to visit our extensive Wine Vaults and taste these choice wines before buying.

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 22ND, 1924.

THE SINGAPORE BASE PROJECT.

A PARAGRAPH in Mr. BALDWIN'S election address reads: "The maintenance of our security at sea, on land, and in the air, is one of the first duties of any Government, and the Unionist Party, if returned to power, will have to examine afresh the position in which the defences of the Empire have been left by the present (Labour) Administration. While in favour of any practical proposals for a general limitation of armaments, we shall have to scrutinize carefully, in conjunction with the Dominions, the far-reaching commitments and implications of the scheme recently put forward at Geneva." In accordance with this announcement the new Government has already requested that the question should not be placed upon the agenda for the forthcoming meeting of the Council of the League of Nations in Rome, though the announcement now made that the Secretary of State for Foreign Affairs will attend the meeting of the Council may rightly be regarded as evidence of the Government's desire to promote the work of the League by every practicable means. It is, however, a practical certainty, we think, that the Government will at an early date re-affirm its previous decision to proceed with the creation of a Naval base at Singapore, which MR. RAMSAY MACDONALD'S Government turned down. The late Prime Minister was careful to explain that the scheme was not rejected from naval considerations, but "postponed"—indefinitely—for financial reasons. Naval advocacy of the scheme, as everybody knows, is very strong, though not entirely unanimous. Notably the late Admiral Sir PERCY SCOTT opposed the scheme, which was originally advocated by Admiral JELLICOE and it has had the endorsement of Earl BEATTY who regards Singapore as a key position which must be developed in order to secure the eastern portion of the Empire and provide a safe anchorage for the ships necessary to ensure that security. Several references were made to this question in the election campaign. Mr. WINSTON CHURCHILL gave it considerable prominence. He emphasised in one of his speeches that though Singapore seemed very remote from Great Britain "it is a vital point in Imperial unity, and unless there is a harbour at Singapore, where British ships can rest in safety, it is not possible for the British Navy to enter the Pacific Ocean, and unless it can it is not possible for us to render the protection of British sea power to Australia and New Zealand." The Labour Government, he went on to say, had refused to allow the harbour of Singapore to be constructed. "From that very moment they have said to Australians, 'You can shift for yourselves,' and it has been said almost on the morrow of a war in which 400,000 or 500,000 Australians and New Zealanders, came—not under compulsion—and offered their lives for the love of the Mother Country. In the consciousness of the justice of the cause that we were fighting, they died and covered themselves with fame upon the fields of the war." The sentiments which Mr. CHURCHILL expressed are generally shared by the members of the new Cabinet, and when the Conservative Government comes to "examine afresh the position in which the defences of the Empire have been left by the Labour Administration," it is a practical certainty that there will be a reversal of the late Government's decision in regard to the Singapore Base.

The American Consulate last night communicated to us by telephone a warning received from the Manila Observatory of a typhoon in 136 degrees E. and 13 degrees N. moving W.N.W.

Two cases of typhoid—one Chinese and one Indian—were notified to the Medical Officer of Health on Thursday. Other notifiable diseases reported on the same day were one case of diphtheria and one of cerebro-spinal fever.

A Chinese who was knocked down by a motor-truck in *Des Vœux Road* on Thursday and taken to the Tung Wah Hospital in a serious condition, has died at the Government Civil Hospital, to which he was afterwards transferred.

The Children's Christmas Party at the Helena May Institute takes place on Friday, December 19th, at 4 p.m., and not as stated in a previous announcement.—ADVT.

We have received from the Japanese Consulate-General in Hongkong a copy of what is called the "One Year After" edition of *Japan*, a magazine of travel which contains many full page illustrations of "Tokyo to-day" in addition to many articles on the problems created by the great earthquake disaster of September 1923.

A distressing tragedy occurred at Singapore last week in which Mr. W. G. Richards, Chief Surveyor of the Architects Department of the Singapore Municipality, together with his wife, took veronal, with the result that Mrs. Richards died from the effects in the General Hospital the following morning, while the condition of the husband, who is also in the same institution, is reported to be critical. The cause of the tragedy is described as due to financial difficulties. The deceased lady, formerly Miss Rosie Mauncell, was some years ago employed as a sister in the General Hospital.

Revenue Officer Grimmett raided a house at 108, Canton Road, Kowloon, yesterday morning, and seized 2 revolvers, 79 rounds of ammunition, and a small quantity of opium. Three men were arrested.

The interesting announcement, says the *Straits Times*, is made of the appointment of Mr. Tan Hock Ann, formerly chief clerk at the Supreme Court, Penang, to the post of Deputy-Registrar in the Supreme Court, Singapore. This is stated to be the first time that a Chinese has occupied this position, which is a Class V Civil Service appointment.

A fourth edition of "Eastern Exchange Currency and Finance" by Mr. William F. Spalding, has recently been published by Sir Isaac Pitman & Sons, Ltd. "In order to keep the book up to date, it has been necessary," says the author in the preface, "to re-write a considerate portion." Consequently a large amount of new material has been added to this most informing work, but in the Chapter on Hongkong we note that the revision of the Stamp duties in 1921 has been overlooked. That, however, is a mere detail for rectification in a future edition, for the fourth edition is not likely to be the last of a work which is simply invaluable to every young man desirous of acquiring knowledge of the intricate subjects which are explained by Mr. Spalding with a lucidity that engages the interest of the student from the opening to the final chapter.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

TUAN CHI JUI TO TAKE OVER.

HIS ARRIVAL IN PEKING EXPECTED.

PEKING, November 21st.

The Legations have been informed that Tuan Chi Jui will probably arrive in Peking on the 26th inst., when the Provisional Cabinet will hand over to Tuan, who will take the post of Premier, and will assume the functions of President, pending the election of the permanent chief executive.

[FROM THE "DAILY BULLETIN."]

WU PEI-FU AT CHENGCHOW.

HANKOW, November 20th.

Wu Pei Fu departed for Chengchow on Tuesday night.

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

THE FRENCH MINISTER TO PEKING.

MARSEILLES, November 21st.

M. Martel, the French Minister to Peking, has left for the Far East on board the M.M. liner *Andre Lebon*.

MISSIONARY CAPTURED BY BRIGANDS.

HANKOW, November 21st.

It is reported that the Rev. A. Ande, a Norwegian Lutheran missionary stationed at Sichwan, Honan, was captured by bandits on the 18th inst.

ANTI-CHINESE RIOTING IN PHILIPPINE ISLANDS.

MANILA, November 20th.

There has been anti-Chinese rioting at Laoag, Ilocos Norte, an important centre of Chinese retail traders.

The Chinese there have asked for Constabulary protection.

PHILIPPINE TOWN DESTROYED BY FIRE.

MANILA, November 20th.

Lingayen, the capital of Pangasinan, was almost destroyed by fire to-day.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

THE EGYPTIAN OUTRAGE.

DEATH OF THE SIRDAR.

CAIRO, November 20th.

The Sirdar of Egypt, Major-General Sir Lee Stack, died at midnight.

LATER.

The Sirdar slept calmly under a narcotic administered at ten o'clock in the evening, but a definite decline in his condition began at 11 o'clock, the heart becoming very weak.

The Sirdar expired peacefully at 11.45 p.m.

Prior to the death of the Sirdar an emergency meeting of the British Cabinet was held to consider the situation arising out of the attack.

The meeting lasted nearly two hours.

A despatch from General Allenby was considered and the nature of the protest to be made to the Egyptian Government was discussed.

One paper says an official announcement will probably be made in London and Cairo simultaneously to-day of the action the Government proposes to take. It adds that in official circles in London the opinion is expressed that something beyond a mere verbal protest and the punishment of the criminals, in what was unquestionably a carefully concerted outrage, is necessary, and it is anticipated that strong measures will be taken.

A CHAUFFEUR HERO.

CAIRO, November 21st.

The hero of the tragedy is March, Sir Lee Stack's chauffeur, who is an Australian, not Egyptian as previously stated. There is general admiration for his coolness in driving his car to the Residency although twice wounded.

He says that the car seemed to be surrounded by gunmen, and shots were coming from the front and rear. He thinks that at least eight men were involved, all of whom were dressed as effendis, with one wearing a false beard.

LATEST CABLES.

SUDAN TO HAVE ITS OWN GOVERNOR.

CAIRO, November 21st.

The newspaper *Ahram* says that the British Government has instructed General Allenby to inform King Fuad and the Egyptian Government of Britain's decision to separate the Governor-Generalship of the Sudan from the Sirdarship.

MORE LABOUR TROUBLE IN AUSTRALIA.

NON-UNION LABOUR BOYCOTTED.

MELBOURNE, November 21st.

Railwaymen and stevedores are refusing to handle cargo, including butter, valued at £150,000, on the peninsulars at Maloja. There is intensified waterside trouble whence, according to a Union official, "anything might eventuate."

The strike aims at the abolition of the Sydney Maritime Bureau, consisting exclusively of ex-Service men, supplying non-Union labour.

EARLIER CABLES.

WAR CRIMINALS.

GERMAN GENERAL SENTENCED.

LILLE, November 20th.

One of the so-called "war criminals," the German General von Nathusius, who was sentenced *in contumacium* to five years' imprisonment after the war on the charge of stealing furniture and articles of clothing from the chateau in which he was billeted during the war, was recently re-arrested when visiting his father's grave at Forbach, and was to-day re-tried by court-martial.

General von Nathusius strenuously denied the charge, but the court decided by a majority of four to three that the accused was guilty, and he was sentenced to one year's imprisonment and ordered to pay the costs of the prosecution.

GERMANY UP IN ARMS.

BERLIN, November 21st.

The whole Press is indignant at the sentence in the Nathusius trial, which is described as a farce, and the sentence as an infamous act of vengeance. Even the moderate *Tageblatt* is most angry, and says that unless the sentence is promptly quashed it will be an incredible disgrace for French Democracy, M. Herriot, and the Cabinet. The Nationalist papers demand German reprisals, and undoubtedly the German Government will take further action, especially as the verdict will be good election propaganda for the Nationalists against the policy of reconciliation with France.

THE OPIUM CONFERENCE AT GENEVA.

COMPLETE AGREEMENT NOT YET REACHED.

GENEVA, November 20th.

The second Opium Conference concluded with a general discussion.

The Canadian delegate declared that Canada was prepared to give her general support to the movement for the limitation and the manufacture of opium derivatives, and also effective control of its import and export.

Mr. Sze (China) pledged China's support to the Conference.

The Egyptian delegate suggested the inclusion of hashish in the list of narcotics.

The Turkish delegate dwelt on the suffering of the Turks from hashish.

Sir M. Delevingne (Great Britain) said that Great Britain was of the opinion that complete elimination was impossible, though limitation of production was possible.

The India delegate accepted the scheme prepared by the advisory committee.

The American delegation submitted a plan with a view to combatting the traffic, after which the meeting adjourned till the afternoon.

LATER.

The resumed Opium Conference listened to addresses from philanthropic societies, largely British and American, and one French and one Chinese, submitting suggestions to combat the use of narcotics.

The Spanish delegate proposed that the Secretariat should distribute information to the delegates of suggestions of private associations.

The Conference adjourned till to-morrow, thus showing that agreement has not yet been reached regarding the Japanese contention, respecting import licences.

THE LEAGUE OF NATIONS.

FOREIGN SECRETARY TO ATTEND COUNCIL MEETING AT ROME.

LONDON, November 20th.

Reuter's Agency is informed that Mr. Austen Chamberlain, Secretary of State for Foreign Affairs, is proceeding to Italy in December as the British representative on the Council of the League of Nations, and thus misses the opening of Parliament.

It is not yet certain whether Mr. Chamberlain will official attend the various meetings of the Council similarly with Lord Parmoor, who was appointed *ad hoc*, but it is not impossible that such an appointment will be made.

The British delegation will leave for Rome probably on December 5th.

The presence of the Secretary of State for Foreign Affairs further proves the British Government's desire to promote the work of the League to the utmost.

INTERNATIONAL COMBINATIONS.

SOVIET WORKING OUT PLANS.

LONDON, November 20th.

The Times correspondent at Riga states that political circles in Moscow are busy working out plans for new international combinations, particularly with regard to France, Japan and China. One group advocates the re-establishing in some form of a Franco-Russian pre-war alliance, while with regard to Far Eastern policy, an article in the *Pravda* says that the immediate need of the Soviet is to regulate her relations with Japan, but the Soviet diplomatists insist that Japan should curtail her demands for naphtha concessions, otherwise they refuse to enter into further negotiations and will create a new combination in Asia based on a close military and economic alliance between the Soviet and China, and Japan must understand that such an alliance will menace her schemes unless she takes in this combination.

THE SPANISH WITHDRAWAL IN MOROCCO.

MADRID, November 20th.

General Serrano and the Lieut.-Colonel who were mentioned yesterday were killed during the withdrawal from the Sheshuan-Tetuan line.

An official *communique* to-day says that General Federico Berenguer was wounded the moment he took over the command from General Serrano, and one lieut.-colonel was killed and two lieut.-colonels were wounded, in addition to a number of officers and soldiers, mostly belonging to the Native Legion.

THE WORLD'S SPORT.

FOOTBALL.

LONDON, November 20th.

The League match between Preston North End and Sunderland resulted in a win for the latter by two goals to one.

RUGBY.

LONDON, November 20th.

At Oxford, the All Blacks defeated Oxford University by 33 points to 15.

CRICKET IN SOUTH AFRICA.

PIETERMARITZBURG, Nov. 20th

The match between Mr. Joel's team of English cricketers and Natal was drawn.

Mr. Joel's team scored 179 runs.

Kennedy compiled 44.

In their second innings the English team scored 108 runs for the loss of five wickets.

Ernest Tyldesley scored 40 runs.

Natal scored 202 runs, Taylor compiling 58 runs.

LATEST CABLES.

M.C.C. IN AUSTRALIA.

SYDNEY, November 21st.

In warm weather, before 12,000 people, and on a good wicket, after forty minutes' interruption through rain just after lunch, New South Wales scored 242 for 7 wickets. Bardsley made a magnificent 142 not out, and Taylor scored 51.

LATEST CABLES.

[*REUTER'S AMERICAN SERVICE.*]

A VERY HARD CASE.

BIG BOMBS BEATEN BY BATTLESHIP.

NORFOLK, Va., November 21st.

The uncompleted dreadnought *Washington*, which is being destroyed under the Naval Limitation Treaty, was yesterday given over to 14 inch bombs from the battleship *Texas*, but she is still afloat, and not materially damaged, only dented about the armour. The hull is practically free of water, despite the explosion of underwater charges.

As a test of its resisting powers, the vessel will to-day be aerially attacked by nine bombing aeroplanes, each carrying missiles weighing one to two thousand pounds.

EARLIER CABLES.

LOS ANGELES WATER DISPUTE.

LOS ANGELES, November 20th.

The aqueduct dispute has been settled, following a pledge from the Los Angeles Clearing-House to co-operate with the ranchers' efforts to secure a fair share of water for irrigation purposes.

LATIN AS A LIVING LANGUAGE.

WHERE IT IS USED IN LONDON.

In his address to Convocation recently the Vice-Chancellor of Oxford University (Mr. Joseph Wells, Warden of Wadham) reverted to the custom of speaking in Latin, which had been disused for seven years. The last Vice-Chancellor to address Convocation in Latin was Dr. Blakiston, President of Trinity.

Latin is not quite so dead a language in England as it might be supposed to be. Hundreds of thousands of Roman Catholics, of course, hear it daily or weekly in their churches and educational institutions. By the Act of Uniformity of 1662, Eton, Winchester, and Westminster were allowed to use it in their public services, and to this day Westminster has Latin prayers every day at the end of school, and every third year it has an evening service wholly in Latin in the Abbey—the next will be on November 17th, 1925—in honour of its benefactors. At this service not only are the prayers, the Psalms, and the hymns in Latin, but the head-master reads out in the ancient language the long list of benefactors.

At Oxford, all University business is, as a rule, transacted in Latin, to the astonishment of many visitors, particularly from America. Dr. Farnell, Mr. Wells's predecessor, favoured English for his Convocation address, as did Dr. Strong, the present Bishop of Ripon and Vice-Chancellor, when Dean of Christ Church.

At Cambridge, too, Latin is recognised as the official University language; and when another seat of learning celebrates a centenary, or the scientific men of Paris do homage to Pasteur, or the Rockefeller Institute confers some new benefaction upon mankind, the address of the University of Cambridge is always in Latin, written by the Public Orator. On the other hand, when the University addresses the Royal Family of Britain, the tradition is that it shall be in English.

AUSTRALIAN-CHINESE TRADE.

"ENORMOUS POSSIBILITIES IN SIGHT."

WHERE AUSTRALIA CAN SUCCESSFULLY COMPETE.

Delivering an address before members of the Queensland Parliament, in the old Legislative Council Chamber recently, Mr. Henry H. Cohen, one of the founders of the trade section of the Melbourne Chamber of Commerce, and British representative of that body in Shanghai, declared that there were enormous possibilities for Australian traders in China. A direct and subsidized line of steamships, fitted with insulation space, was one necessity. Another was a co-operative organization in China of Australian trade interests.

Between 30 and 40 members listened to the address, which was an instructive one. Mr. Cohen was well armed with facts and figures, and the fact that his speech lasted only a little over half an hour added to its value.

Mr. Cohen said that trade with the East was of vital importance to Australia—to primary producers, manufacturers, and to the vast body of labour. Under existing conditions Australia could not compete with other nations. For the sake of brevity, Mr. Cohen said he would confine his observations mostly to Shanghai.

"MUCH MISUNDERSTOOD."

China, he said, was much misunderstood in Australia. One of the reasons America had captured the greatest share of Chinese trade was that she allowed the cultured Chinese of the merchant classes to go and leave there without undue restrictions. The same thing applied to the student classes. He was a White Australian and a Protectionist, but he thought the restrictions placed on these classes of Chinese were too harsh. Student classes were not allowed at all, and cultured merchantmen had to pay a poll tax, and have their finger prints taken. He thought this was only a matter of misunderstanding. If Australia expected to secure a large share of Chinese trade there must be reciprocity. To-day Australia imposed excessive duties on goods that could not be grown or manufactured at home.

"China is fast becoming Westernized," continued Mr. Cohen. "The country is in a state of chaos now, but some day some great men will consolidate the disunited forces, and Australia, if she does not establish markets now, will be hopelessly out of it."

WAGING A CAMPAIGN.

Mr. Cohen stated that he had come to Australia to wage a campaign for a shipping subsidy on trade to Shanghai—a subsidy that had been sought for the past four years. The Federal Government had promised that it would subsidize steamers, but had not done so. That Government spoke of the need for immigration. But what was the need of immigration unless overseas markets were established? Mr. Cohen said he felt confident that when he had finished his campaign the Australian people would compel the Federal Government to do its duty to the taxpayers.

On the question of packing and labelling, Mr. Cohen admitted that Australian traders had made mistakes. But it was nonsense to say that those mistakes had been ruinous to Australian trade in China. America had made the same mistakes, but when the United States Government subsidized the shipping her trade leaped ahead in leaps and bounds. The same thing would happen to Australian trade.

A TRADE IN MEAT.

An enormous trade in meat with China could be established in a few years. Speaking of the possibilities in this direction, Mr. Cohen said that in February he had been present at Marshal Chang Tso Lin's manœuvres in Manchuria. He had been greatly surprised to find that the troops were being fed on meat twice a week. And Chang's was only one army of many.

As showing the rapid rate at which the better class Chinese were becoming Westernized, Mr. Cohen said that a few years ago the European afternoon tea habit was unknown in China. To-day, in all the Treaty ports, it had become the custom. And the Chinese were not only consuming Occidental foods outside their homes, they were also eating them at their own meal tables. And Australia should supply not only a large portion of these edibles, but could sell great quantities of clothing to the Chinese.

SHIPPING THE RUB.

Last year Shanghai had imported 889 tons of dried fruits. Australia's share of that trade was only 34 tons. In hams and bacons Queensland had a ready market—if the shipping facilities were there. A large number of small second rate factories were busy in China, but it was a poor class trade. The better class Chinese and the Europeans would not consume the output. The trade in good class hams and bacon was supplied by Canada, which had made a study of the Chinese market, and which was supplying a seven or eight lbs. lean ham. Australian hams were too big. However, she would lose the small trade she already had if the shipping facilities were not provided.

There was an unlimited market in China for 2-lb. cheeses. He had been impressed by the display at the recent Brisbane Exhibition of this type of cheese, but a big Brisbane exporter had told him that he did not see how it could be shipped to China profitably. "And last year," said Mr. Cohen, "Shanghai imported from Canada and the United States £1,250,000 worth of cheese."

Mr. Cohen said that the Chinese were becoming increasingly large buyers of leather goods—from Canada and the United States chiefly. The annual trade with America in hides was worth about Tls. 50,000,000. Canada had only secured her trade in the last few years. That was because the Canadian Government had backed up the big organization of producers and manufacturers which had set out to capture the Chinese market.

BUTTER AND WHEAT.

Speaking of butter, Mr. Cohen said that Australia had done a fair business in this commodity, but those agents who said she was holding her own were not telling the truth. In 1923 Canada had exported to China £225,000 worth of butter: Canada could only produce butter for a few months in the year. But to keep up her supplies she imported from New Zealand, and re-exported butter to China—butter which she labelled Canadian!

Canadian shipments of wheat to Shanghai in the past few years had been:—

1920, £6,500.
1921, £60,000.
1922, £800,000.
1924, £1,500,000.

Australia was practically shipping none at all. Flour shipments from America had been:—

1919, £250,000.
1920, £500,000.
1921, £750,000.
1922, £3,350,000.
1923, over £5,000,000

Among other interesting figures given by Mr. Cohen were those relating to the trade of Shanghai:—

1921, 22,686,000 tons.
1922, 27,770,000 tons.
1923, 33,530,000 tons.

America had increased her tonnage from 2,316,000 tons in 1922 to 3,140,000 tons in 1923!

EXCHANGE PROBLEM.

One great difficulty before Australia was the exchange problem, Mr. Cohen declared. For all goods sent to China drafts had to go through London. Australian goods were thereby placed at a disadvantage, amounting to 4½ per cent. While in Melbourne he had addressed members of the Federal Parliament, and had pointed out the urgency of establishing at Batavia, Hongkong, and Shanghai branches of the Commonwealth Bank. He understood the Federal Government had the question under review. He hoped the Queensland Government would throw its weight into the fight for the starting of such branches. Other countries had established banking facilities in the East.

After Mr. Cohen had urged the importance of exporters branding their goods with distinctive trade marks, he said that because there were competitive freight rates now in existence between Australia and China—a Japanese line of steamers was running—some people thought all was well in this connection. "But the Chinese have a hatred of the shipper." "This Japanese company will go out, and freights will be just as high as ever. You must have direct shipping, with insulated space, and the rates that are operating to-day, if you are to succeed."

Organization of trade concerns was another necessity, the speaker remarked. America, Germany, and other countries had them. They paid cash against documents in their own countries, and it was impossible for any single Australian concern, never mind how powerful, to compete against them. Some big co-operative organization would have to be established in China on behalf of Australian trading interests.

In answer to a question by Mr. T. Foly, Mr. Cohen said that coal was imported in North China from Australia, but there was a big business waiting in the South were the organization there to work it up. Other countries had representatives on the spot to watch out for contracts that were being let.

To a question by the Premier (Mr. Theodore) Mr. Cohen said that Hongkong was a free port. The other ports in China imposed only a nominal duty of 5 per cent. on all goods. There were inland duties, but these would not affect Australian trade.

BUYING POWER INCREASED.

In reply to an interjection by Mr. H. Bedford that trade with China would be subject to the buying capabilities of the Chinese people, Mr. Cohen said that wages in China had increased in the last three years by 100 per cent. On May Day in Canton 175,000 coolies had asked for an eight-hour day. "They did not get it," Mr. Cohen observed, "but it showed that they were after better conditions, and were going to get them. Their spending power to-day is 100 per cent. better than it was three years ago, and in another couple of years it will be another 200 or 300 per cent. better."

Mr. W. Deacon raised the question of back loading. Mr. Cohen replied that American ships always returned to their own country with full cargoes of rice, condiments, and other goods that could not be produced in America. But he questioned whether they were going to persuade China to buy Tls. 200,000,000 worth of Australian goods unless Australians bought Chinese goods in return. With a direct line there would be back loading. China could export tea, silks, laces, underwear, furs, and napery, and would take in return, besides the goods he had previously mentioned, fresh fruit, copper ingots, wheat, flour, bran, wines, steam engines, electrical, and other machinery, iron and steel goods, blankets, suiting, tweeds, hides, and skins, and other things. Every American vessel that arrived at Shanghai had her cold storage accommodation full of fresh fruit and vegetables. Of course, large quantities of vegetables were grown in China, but under such conditions that the better classes of Chinese and the Europeans would not eat them. China also produced oranges, apples, and so on, but her seasons were the same as Canada's, and Australia would have a clear four months' run every year.

(Continued on next column.)

Replying to Mr. J. P. Peterson, Mr. Cohen said that timber could be imported into Australia from Borneo to compete with the American Oregon. He had been informed that there were available soft woods that would make excellent butter boxes.

HEAVY COMMISSION CHARGES.

A question from Mr. Bell elicited the reply that commission charges amounted to about 20 per cent. in China.

Mr. Bedford: That is not peculiar to the Chinese trade. They are rather moderate.

Moving a vote of thanks to Mr. Cohen, the Premier said there seemed to be no earthly reason why Australia should not secure—and hold—a share of the Chinese trade. If Mr. Cohen awakened interest among Australian producers and manufacturers he would be rendering the country a service.

REBUILT TOKYO.

TO BE MODERN CITY.

[BY HIDEJIRO NAGATA, MAYOR OF TOKYO.]

The official reconstruction programme for Tokyo, which is to be completed in 1928, will constitute merely the foundation for the Greater Tokyo which is our final goal.

The work of reconstruction in all its phases covers a field vastly greater than one on first thought supposes, and it would be impossible to complete it in the brief time many people seem to think should be sufficient for the task. The experts who have the plans in hand must look far into the future in order to avoid mistakes which at later dates could not be rectified. Every step must be taken carefully and with the proper preparation as a guarantee that it is not being taken unwisely.

The construction of new streets is merely one part of the city's work in repairing the earthquake's damage and taking advantage of this opportunity to build a better city on the ruins. There remain the construction of a harbour for Tokyo, canals in the city and to Yokohama, the building of parks, the removal of overhead telephone wires and the laying of a modern sewage system.

The most careful attention is being paid by our engineers to the plans for a city-wide sewage system which will bring sanitation here to a plane comparable with the best anywhere in the world. The new system had already been begun in Shitaya and Asakusa before the earthquake. The installation in Nihombashi, Kyobashi, Marunouchi, Kojimachi and Shiba will be completed in 1927. The total appropriation for this work is Y43,500,000.

In addition to this, Y950,000 has been appropriated for general improvement of sanitation. This amount is to provide facilities for the disposal of garbage and similar purposes. The improvement and extension of the water supply system will cost Y100,000,000.

The municipal transportation system also is to be improved, at a cost of Y2,400,000.

These are merely examples of the directions in which the work of reconstruction is branching out. It even includes the establishment of employment bureaus, day nurseries, consultation stations and a great number of other agencies of social service. It is difficult to grasp the full extent of the programme which eventually is to be carried out.

Technical difficulties and economic conditions prevailing since the earthquake have served to retard the work to a certain extent, and it has been delayed also by the machinations of persons in powerful positions who have catered to selfish interests. All the time, however, we are keeping before us the pictures of the capital which finally will be built here—a new Tokyo of which all the Japanese nation may be proud.

The problems that confront us in the reconstruction plans, are not only those of to-day, but of to-morrow and fifty and one hundred years from now. If we can lay a proper foundation at this time, then there will be no need for anxiety as to the city's future, as it will develop along the lines which anticipate the future."—*Japan.*

"LAURENTIC'S" GOLD.

NINETY-NINE PER CENT. RECOVERED.

The return to Portsmouth of his Majesty's salvage vessel *Racer* recently marked the end of the salvage operations which the Admiralty have been carrying out for the past few years on the wreck of the armed liner *Laurentic*. The result of the undertaking, states *Lloyd's List and Shipping and Mercantile Gazette*, has been that over 99 per per cent. of the £5,000,000 worth of specie which went down in the ship has been safely restored to the Treasury. At the beginning of this year there were 154 bars of gold remaining buried in the wreck, and the salvage vessel *Racer* arrived on the spot in the first days of April for the effort to recover as many of these as possible before finally closing down. At an earlier period of the work all the structure of the ship and wreckage had been removed, right down to the outer skin of the vessel, which formed, as it were, a carpet lying on the sea bed. This carpet had been swept clear of gold, but it was crumpled and torn in many places. In the first month of the present season a number of the bars were obtained by digging out and sifting the boulders and stiff clay where they were exposed at the holes, and as the excavations were deepened and extended so that divers could squeeze themselves right underneath the wreck more gold was discovered several feet from the tears, and beneath continuous plating. A very fine spring and early summer favoured the undertaking, but with the late summer bad weather set in, and soon the disturbance of the surrounding wreckage caused stones and shingle to sweep into and over the working place faster than it could be cleared out, and now any gold that is left there is buried several feet deep. The result of the struggle has been the recovery of 12 of the 154 bars, a value of about £200,000.

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SWINDLER'S TRAP FOR PARIS JEWELLERS.

"MARQUIS'S" CAREER.

THE CHLOROFORM SCHEME.

The Paris correspondent of the *Daily Telegraph* wrote recently:—

There are developments of the amazing story of the spurious "Marquis de Champeaubert," who rented a castle near Dinard, and made all arrangements for committing a big jewel robbery by means of chloroform. He had all the underground rooms padded with mattresses, and when the employees of the Rue de la Paix jewellers arrived with the jewels ordered they were to have been thrust into these padded rooms and sent to sleep by chloroform pumped through holes in the ceilings. The value of diamond and pearl necklaces, bracelets, and rings intended as gifts to his wife on her birthday amounted to several million francs. Once in possession of the jewels, the "Marquis" had made his plans for leaving the castle in a swift motor-car.

This so-called Marquis de Champeaubert, whose real name is Passal, though he had masquered under various aliases, has had a singularly dramitic career. Acting with him were two women, his wife and his mistress. It was the latter who posed as the Marquise, and she, too, has been arrested. Passal has made a confession of the plot he had prepared. In his statement to the police he declares that it was not his intention to put the jewellers' envoys to death. After they had been shepherded into the padded rooms it would have been useless for them to raise the alarm, for their cries would not have been heard. He would have to set the pump to work and then noted the effects of the anæsthetic. The robbery effected, in was his intention to let air into the rooms, place the choloformed men on sofas, and then drive away. Passal and his wife are now in Saint Malo Gaol, and his mistress will join them there. They will be charged with attempted murder and robbery. The murder charge will be preferred because for the moment Passals' statement that it was not his intention to cause death does not seem to be credited.

THE PADDED ROOMS.

In fact, the police authorities are going to make experiments in the padded rooms. M. Savidan, Public Prosecutor, M. Boucly, Examining Magistrate, and Dr. Boudnière, Professor of the Faculty of Medicine at Rennes, will subject a dog, a hen, and a guinea pig to the chloroforming method devised by Passal, and they will watch the effects on the animals through the peephole in the ceiling. It seems that the Saint Malo police are of opinion that it was not Passal's fault if murder was not committed.

The facts of the adventurer's life show him to be a man of infinite resource. Not so long ago he was a pigeon breeder at Saint Aubin. Then he transformed himself into a veterinary surgeon and went to Paramé, where he ordered the 140 lbs. of chloroform found in the cellars of the castle. Subsequently he and the "Marquise" went to an hotel at Dinard, living on the best, drinking champaigne at every meal and hiring the finest cars. When they entered the castle they changed their mode of living, and Passal got busy. Preparing the padded rooms and installing the chloroform pump meant work.

From what is published to-day, Passal appears to have had jewels of considerable value in his possession. It is recalled that in May last he sold jewels to a Paris jeweller for 76,000f. The jeweller was doubtful about the transaction, and demanded references. These were forthcoming, and eulogistic references they were. The publication in the newspapers of the false marquis's portrait has brought from Lille a serious complaint against him. A jeweller of this town says he recognises him as the man who swindled him out of jewels worth 87,000f. The jewels were bought by an elegant gentleman who had started a business called the "Radio Imperator." It had been extensively advertised, for everybody was talking about wireless telephony. The jewels were paid for by a cheque which was worthless, and when detectives went to the sumptuously furnished offices of the "Radio Imperator" they found that the director had fled without paying the staff their salaries. He had received 300,000f. for wireless outfits which were never delivered. Passal is also alleged to be the "Marquis" who started a perfume factory at Hyères in 1920 which failed. Before the proprietor of the factory fled he managed to borrow large sums of money. The lenders lodged complaints, and the Toulon police made vain efforts to find him.

It was the misuse of a capital letter which put on his guard one of the Paris jewellers who had been asked to send necklaces worth more than 1,000,000f. to the castle. The letter giving the order was signed Marquis De Champaubert, the De being spelt with a capital D. He informed the police. The last has not been heard of this amazing "Marquis," for the police believe that he has made only a partial *confession*.

SAYINGS OF A WEEK.

Business is a very tough plant.—*Mr. Robert P. Skinner.*

Tea-pots have played a very great part in history.—*Mr. Baldwin.*

Scouring and scrubbing is the science of hygiene put into practice.—*Lady Matthews.*

The working classes do not want houses with Queen Anne fronts and Mary Ann backs.—*Mrs. Price White.*

I have fears that a rejuvenated septuagenarian might be a terrible person, who would have to be suppressed.—*Dean Inge.*

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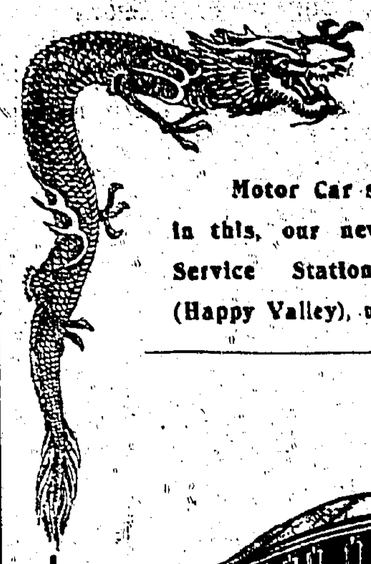

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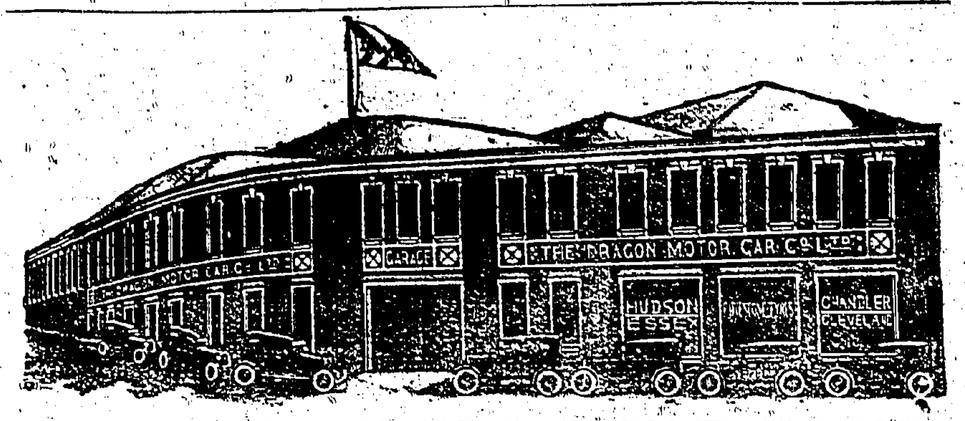

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The fact is that, normally, eating is a pleasure, and good food a delight. Indeed, as soon as eating ceases to be a pleasure, we know that something is wrong with us. It is a danger signal. It is Nature's warning that our food is not being digested easily and naturally. It is also a hint to remedy the trouble *at once*, since we must either digest our food or suffer the consequences. Now the immediate results of impaired digestion are pain and discomfort. Then, sooner or later, come loss of strength—and breakdown.

Even a schoolboy knows that we derive our strength from food, and by food alone we repair the daily wear and tear of the body. Obviously, too, food is only food when it *feeds* you. If you don't thoroughly and naturally digest it, you can't expect it to do you good.

How important it must be, then, to keep your digestive organs—the stomach, liver and bowels—in working order, so that they can digest food, and extract the whole of the nourishment the food contains. If your stomach and liver need toning up, to do their duty easily and naturally, Mother Seigel's Syrup is the very tonic they need. The medicinal extracts of roots, barks and herbs, from which the Syrup is made, have a remarkably beneficial effect upon the organs of digestion, restoring them to natural activity as nothing else can.

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AN INTERNATIONAL FREIGHT CODE.

RECENT DISCUSSIONS IN PARIS.

A FAR-REACHING QUESTIONNAIRE.

A sub-committee appointed by the permanent bureau of the Comité Maritime International met recently in Paris, reports *Lloyds List*, to consider the question of a draft convention for an international code of freight to be laid before the next conference of the Comité. This Sub-Committee completed its work after three days' sittings, and a detailed questionnaire was prepared.

At the outset, conflicting views were expressed as to the method to be adopted. The sub-committee, as a starting point, had to consider the draft code prepared in London in 1914, but it was soon felt that events had moved rapidly since then and that this valuable document was antiquated. After considerable discussion the sub-committee adopted, with slight alterations, Mr. H. M. Cleminson's motion as follows:—

"At the Gothenburg Conference the following resolution was adopted: 'That this Conference is of opinion that the preparing of an International Code of Affreightment should be proceeded with forthwith; and that a committee be appointed by the Permanent Bureau to prepare a draft for future consideration.' In order to proceed with the work contemplated a sub-committee was appointed which met in Paris on October 1st, 1924. They had before them:—

PREVIOUS WORK ON CODES.

"(1) The code prepared by the London Commission of the Comité International in 1914.

"(2) A draft code prepared by committees appointed by the Governments of Denmark, Finland, Norway and Sweden. The latter document was submitted by gentlemen who are members both of the Scandinavian Committees and this sub-committee. They stated that in preparing their draft they had before them and took into careful consideration the draft of the London Commission.

"(3) Draft codes prepared in various countries, principally in Holland, France and Italy.

"In face of the existence of these codes it was felt by the sub-committee that it would not be desired by the constitutents of the Association to increase the number of documents by attempting, at any rate at this stage, the preparation of a new draft, but that it should prepare an accurate English translation of the Scandinavian draft as well as of the other national drafts and circulate it among the national associations, drawing attention also to the 1914 draft, of which an English translation already exists; that the national branches be invited to consider these drafts in advance of the full Committee of Affreightment, which will meet in the first half-year of 1925, and be prepared to express an opinion upon the following questions:—

IS IT PRACTICABLE?

"(1) Whether a general international code is both desirable and practicable.

"(2) If so, whether it should be a code of law or a code such as the York-Antwerp Rules, which should be incorporated in commercial contracts.

"(3) If the answer to the first question is in the negative, whether an attempt should be made to secure greater international uniformity of law by giving attention to particular subjects and framing a short draft convention on those points.

"(4) In that case might the following subjects usefully form the subject of such a draft?"

A DETAILED QUESTIONNAIRE.

The sub-committee then considered various selected questions and elaborated the following detailed questionnaire:—

I.—Carrier's Obligation to put Ship in a Condition of Seaworthiness (to provide seaworthy ship).

Should the provisions of Arts. 3, Sect. 1. and 4, Sect. 1, of the International Convention upon bills of lading be extended to cover contracts of affreightment which are not within the scope of the said convention?

II.—Responsibility of the Shipowner towards Bill of Lading Holders or Subcharterers.

(a) As to the question of unseaworthiness of the ship, the sub-committee has examined the three following ideas: (1) The shipowner incurs no further responsibility when he has once discharged his initial duty in regard to seaworthiness at the commencement of the charter. (2) The shipowner is responsible to holders of bills of lading in respect of unseaworthiness understood in the strict sense of inability to keep the sea. (3) The shipowner is responsible in every case in which the charterer is himself responsible to the holder or the bill of lading. Which of these three views should be adopted? If the responsibility of the shipowner should be preserved, should it be a joint and several responsibility or a responsibility in default on the part of the carrier?

QUESTIONS OF DISTINCTION.

(b) As to the acts of the captain. (1) Is the shipowner responsible for these acts and to what extent? (2) Should there be a distinction between commercial errors and nautical errors? (3) Should there be a distinction according to whether the captain is appointed by the owner or by the charterer, and whether or not the charter amounts to a demise? (4) If distinctions are to be made, how should the provisions o the International Convention be applied as regards the lien upon the ship in respect of claims arising from the bill of lading?

III.—Letters of Guarantee.

Would it be wise to forbid the issue of letters of guarantee or indemnity as, for example, in the terms of Art. 7 of the draft treaty of London? The practice was condemned by a resolution of the International Shipping Conference.

IV.—Through Bill of Lading.

(1) Ought the provisions of Art. 50 of the draft treaty of London to be adopted? In Sect. 2 of Art. 50, the last words, "or the intermediate carrier," should be understood to mean, "or the intermediate carrier whose liability has been already justified."

THE 1924 CONVENTION.

(2) How are the provisions of the International Convention of 1924 on bills of lading likely to operate on through bills of lading, especially when there is different maximum liability in respect of sea and land carriage?

V.—Distance Freight.

(1) Is it possible to regulate the question of distance freight by international convention? (2) If it is possible also to regulate this question, would it be better to keep the draft treaty of London, as far as this subject is concerned, or to make some modifications in the articles of the draft treaty which deal with this subject (Arts. 25 to 34).

VI.—Time Limits.

(1) Ought not Art. 5, Sect. 3, of the International Convention upon bills of lading to be adopted in respect of all actions for loss or damage to goods, and ought not this rule to be preferred to the rule contained in Art. 47 of the draft treaty of London?

(2) Ought period of limitation of actions arising out of carriage by sea to be one year (International Convention of 1924) or two years (Art. 48 of the draft treaty of London), or is there ground for making a distinction between the various kinds of action?

VII.—Lien on Goods.

(1) What are the liens upon goods which the captain ought to have for payment of freight?

(2) What liens should there also be upon the goods in respect of demurrage, contribution in general average, salvage, or for expenses in preserving the goods?

(3) What priority is it possible to make between these different liens?

CONFLICTS OF LAW.

VIII.—The Law Applicable to Contracts of Carriage—Solution of Conflicts of Law.

(a) If no complete international unification of the rules governing the contract of affreightment can be arrived at, may it not be possible to frame an international rule for the purpose of solving conflicts of law in determining the law applicable to any given contract? (b) Should such law be: (1) The law of the ship's flag? (2) The law of the port of embarkation? (3) The law of the port of discharge? (4) Or the *lex loci* contractors?

(c) Would it be possible to adopt a single rule to apply to all matters of conflict, or would it be more suitable to make distinctions between different parts of the contract of carriage?

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KOBE via SHANGHAI & MOJI ..	"HOSANG"	...Sunday,	23rd Nov., 7 a.m.
HAIPHONG via HOIHOW ...	"LEESANG"	.. Sunday,	23rd Nov., 10 a.m.
BANGKOK via SWATOW	"CHAKSANG"	...Monday,	24th Nov., 10 a.m.
STRAITS & CALCUTTA ...	"KUTSANG"	...Tuesday,	25th Nov., 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"WOSANG"	.. Wednesday,	26th Nov., 7 a.m.
SHANGHAI via SWATOW... ...	"TAKSANG"	...Friday,	28th Nov., 7 a.m.
TIENTSIN	"CHIPSHING"	.. Saturday,	29th Nov., Noon.
SHANGHAI via SWATOW ...	"WAISHING"	...Sunday,	30th Nov., 7 a.m.
HAIPHONG via HOIHOW ..	"MINGSANG"	...Sunday,	30th Nov., 10 a.m.
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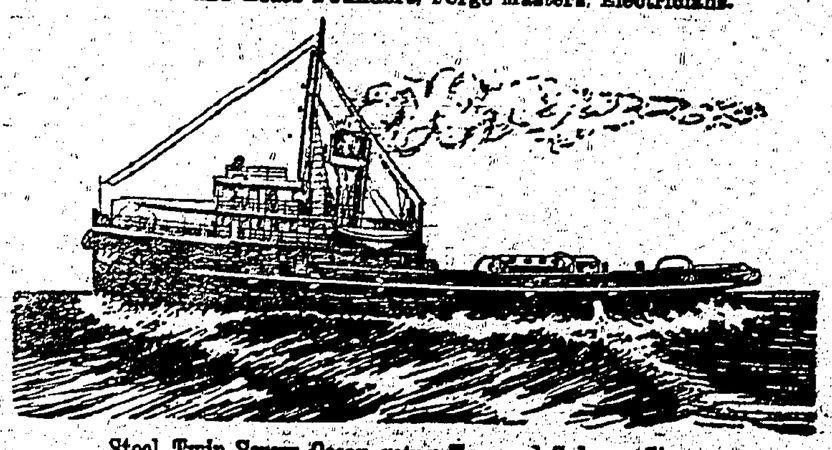

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SHIPPING NEWS

ARRIVALS.

November 20th.

Linan, British str., 1,336 tons, Capt. D. D. Lupton," from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

November 21st.

Barrymore, British str., 3,000 tons, Capt. T. H. Webber, from Cardiff and Singapore, with coal, lying at buoy No. B30.—J. M. & Co.

Beerenack, British str., 3,702 tons, Capt. A. Webster, from London and Singapore, with a general cargo, lying at Admiralty No. 1 buoy.—G. L. & Co.

Hong Hwa, British str., 1,924 tons, Capt. A. Mackenzie, from Singapore, with a general cargo, lying at buoy No. A30.—Seng Soon Hong.

Ho Sang, British str., 5,698 tons, Capt. J. M. Wright, from Singapore, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

President McKinley, American str., 8,400 tons, Capt. Alcin O. Lustic, from Manila, with a general cargo, lying at No. 1 Kowloon wharf.—Admiral Oriental Line.

Sarvistan, British str., 4,845 tons, Capt. A. J. Rainey, from Singapore, with a general cargo, lying at buoy No. B7.—Kuen Sang.

Shantung, Br. str., from Canton, lying at buoy No. B9.

Winghong, British str., 2,672 tons, Capt. R. A. Younge from Hongay, with a cargo of coal, lying at Quarry Bay.—Williamson & Co.

CLEARANCES.

November 21st.

Bacsmith, for Tarakan.
Bandoeng Maru, for Moji.
Hai Ning, for Swatow.
Hong Hwa, for Swatow.
Knuchow, for Shanghai.
Kojun Maru, for Canton.
Kwangtze, for Shanghai.
Limchow, for Pakhoi.
Linan, for Canton.
Man Sang, for Sandakan.
New Mathilde, for Haiphong.
Ryuko Maru, for Canton.
Sarvistan, for Saigon.
Taitsu Maru, for Macao.
Tjikembang, for Shanghai.
Vestland, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Ho Sang*, on November 21st: Dr Elizabeth Ward, Mr. W. Nicoll, Mr. H. de Groot, Mr. K. Yamasaki, Mr. Kwan Poh You, and Mr. Poi Heong Sing.

Per Admiral Line's s.s. *President McKinley*, from Manila, on November 21st: Mr. J. C. Black, Mr. W. H. Cannon, Mr. and Mrs. B. Calamanan, Mr. and Mrs. M. H. Duckworth, Mr. and Mrs. S. W. Ehrman, Miss C. Imperial, Miss E. Lord, Miss H. Manning, Mr. and Mrs. C. Smith, Mrs. S. Stoll, Master J. Stoll, Mrs. D. Sweeney, Mr. H. J. Furbur, Mr. Geo. Kirkham, Mr. J. H. Pardee, Mr. J. H. Rockwell, Mr. H. P. Strickler, Mr. Te Pao, Mr. Geo. W. Summer, Miss Myrtle Coleman, Rev. D. W. Fooks and Miss Lydia G. Weld.

DEPARTURES.

Per s.s. Mishima Maru, on November 21st:—Mrs. R. Kitajima, Mr. Jas. F. Ballard, Mrs. A. Burleigh, Mr., Mrs. and Miss Maxwell, Major and Mrs. T. M. Stewart, Mr. and Mrs. G. Wright, Miss Edith Tibbott, Mrs. R. Layward, Miss C. R. Moroney, Mrs. W. J. Reid, Mr. J. B. Sutton, Mr. Wm. J. Mander, Mr. James B. Best, Mr. B. S. Bull, Mr. O. Kobayashi, Mr. R. B. Colgate, Mr. T. Nakagawa, Mr. and Mrs. S. Fura, Mr. and Mrs. McKutteriel, Mr. Wadhumal L. Sitlani, Mr. Gopaldas Sobhraj, Mr. T. Sasaki, Mr. Sung Fat, Mr. and Mrs. C. F. McKenny, Mrs. G. L. Payne, Miss F. D. Hardie, Mrs. W. B. Holan, Mr. M. Fujie, Mr. T. A. Field, Mr. and Mrs. J. Levy, Mr. and Mrs. S. Mugose, Mrs. and Miss Valdes, Mr. W. J. Meyger, Mr. P. Heathcote, Mr. S. Yamamoto, Mr. G. Ishigaki, Mr. and Mrs. W. F. Hypes, Mrs. S. de Sanchez, Miss G. Sanchez, Mrs. M. Goldenberg, Miss C. M. Garcia, Mr. and Mrs. A. Tourchinsky, Miss Tourchinsky, Mrs. T. Nishi, Mrs. Matsuoka, Miss T. Yamanouchi, Mr. Wm. MacKonzee, Capt. B. Pritchard, Mr. Y. Matsuoka, Mr. C. G. Collis, Mr. Wong Choi, Mr. I. Yakura, Mr. S. Okuchi, Mr. J. Yano, Mr. and Mrs. Petshugin, Mr. F. Bolton, Mrs. Roskovsky, Mr. K. Tatefuji, Mr. and Mrs. Rogag, Mr. W. Ayling, Mr. F. Kntoff, Mr. M. Segelman, Mr. N. W. Okamantoff, Mr. and Mrs. Stepanoff, Mr. and Mrs. Malinovsky, Mr. and Mrs. Kromdoff, Mr. T. Sofokin, Mrs. S. F. Laktieff, Miss Juanita Balena, Mrs. T. V. Gnesdiloff, Mrs. Yiek Yock Shan, Mrs. T. T. Fletcher, Mr. K. Yoshida, Mr. B. Ohmori, Mr. S. Uesugi, and Mr. Jan Bibla.

VESSELS EXPECTED.

Eastern (E. & A.), due to-morrow.
Elpenor (Blue Funnel), due December 10th.
Empress of Australia due November 27th.
Hakusan Maru (N.Y.K.), due December 1st.
Ixion (Blue Funnel), due December 12th.
President Garfield (Dollar), due Nov. 25th.
President Jackson (Admiral Oriental), due November 25th.
President Monroe (Dollar line), due December 22nd.
Teiresias (Blue Funnel), due November 27th.
Troilus (Blue Funnel), due December 23rd.

SHIPPING NOTES.

Silk forwarded from here by the *Empress of Asia*, on October 23rd, arrived in New York on November 15th, having been 23 days in transit.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BUENOS AIRES via SINGAPORE, &c.	Kuwachi Maru	Jap.	Nippon Yusen Kaisha	On 20th Dec.
NEW YORK & BOSTON	Celtic Prince	Brit.	Prince Line	On 1st Dec.
BOSTON, NEW YORK & BALTIMORE via SUEZ	Kathlamba	Brit.	The Bank Line, Limited	On 29th inst.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 6th Dec.
SAN FRANCISCO, &c.	West Cajoot	Am.	Struthers & Barry	On 3rd Dec.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 5th Dec.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst., 11 a.m.
VICTORIA, SEATTLE & VANCOUVER	Protesilaus	Brit.	Butterfield & Swire	On 29th inst.
SEATTLE & VICTORIA, via S'HAI, KOBE & YOKOHAMA	President McKinley	Am.	Admiral Oriental Line	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Karmala	Brit.	P. & O., B. I. & A. L.	On 19th inst., Noon
MARSEILLES, &c.	Amazone	Fren.	Messageries Maritimes	On 23rd inst.
MARSEILLES, &c.	Angkor	Fren.	Messageries Maritimes	On 7th Dec.
MARSEILLES, &c.	Angers	Fren.	Messageries Maritimes	On 21st Dec.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Suwa Maru	Jap.	Nippon Yusen Kaisha	On 3rd Dec., 11 a.m.
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MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Demodocus	Brit.	Butterfield & Swire	On 1st Dec.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Elberfeld	Ger.	Melchers & Co.	On 25th inst.
AMSTERDAM, LONDON & HAMBURG	Phemius	Brit.	Butterfield & Swire	On 8th Dec.
LONDON, ROTTERDAM & HAMBURG	Glenapp	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Dec.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Schiecyk	Dut.	Java-China-Japan-Lijn	On 26th inst.
BOMBAY via SINGAPORE & COLOMBO	Toba Maru	Jap.	Nippon Yusen Kaisha	On 25th inst.
STRAITS & CALCUTTA	Kutsang	Brit.	Jardines, Matheson & Co., Ltd.	On 25th inst., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	Tilawa	Brit.	P. & O., B. I. & A. L.	On 7th Dec.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Soudan	Brit.	P. & O., B. I. & A. L.	On 24th Dec.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sardinia	Brit.	P. & O., B. I. & A. L.	On 26th inst., Noon
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan-Lijn	On 4th Dec.
BRINDISI, VENICE & TRIESTE	Duchessa D'Aosta	Ital.	Dodwell & Co., Ltd.	On 8th Dec.
WEIHAIWEI, CHEFOO & TIENTSIN	Kueichow	Brit.	Butterfield & Swire	On 22nd inst., 4 p.m.
HAIPHONG via HOIHOW & PAKHOI	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About —
KEELUNG via SWATOW & AMOY	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About —
SANDAKAN	Mansang	Brit.	Jardine, Matheson & Co., Ltd.	On 22nd inst., Noon.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 17th Dec., 11 a.m.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O., B. I. & A. L.	On 25th inst., 4 p.m.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 20th Dec.
SHANGHAI, KOBE & YOKOHAMA	Tokushima Maru	Jap.	Nippon Yusen Kaisha	On 25th inst., Noon
TSINGTAU via SWATOW & SHANGHAI	Wosang	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst., 7 a.m.
MOJI & KOBE	Arafura	Brit.	P. & O., B. I. & A. L.	On 8th Dec.
SHANGHAI, MOJI & KOBE	Khiva	Brit.	P. & O., B. I. & A. L.	On 30th inst.
SHANGHAI, MOJI & KOBE	Kalyan	Brit.	P. & O., B. I. & A. L.	On 27th inst.
YOKOHAMA, KOBE & MOJI	Nippon	Ital.	Dodwell & Co., Ltd.	About 22nd inst.
AMOY & SHANGHAI	Tjiluwong	Dut.	Java-China-Japan Lijn	About 2nd Dec.
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SHANGHAI, MOJI & KOBE	Macedonia	Brit.	P. & O., B. I. & A. L.	On 13th Dec.
YOKOHAMA, KOBE, NAGASAKI & SHANGHAI	Isla de Panay	Span.	Botelho Bros.	On 3rd Dec.
TIENTSIN	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst., Noon
BATAVIA	Tjikarang	Dut.	Java-China-Japan Lijn	About 26th inst.
HAIPHONG via HOIHOW	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst., 10 a.m.
AMOY, SWATOW & SINGAPORE	Kiangsu	Brit.	Butterfield & Swire	On 24th inst., D.L.
SWATOW & BANGKOK	Kaying	Brit.	Butterfield & Swire	On 25th inst., 11 a.m.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Laprair & Co.	On 25th inst., 1 p.m.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Laprair & Co.	On 28th inst., 1 p.m.
MANILA	President Cleveland	Am.	Pacific Mail S.S. Co.	On 26th inst., 2 p.m.
MANILA	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 11th Dec.
MANILA via AMOY	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst., 3 p.m.
MANILA	President Jackson	Am.	Admiral Oriental Line	On 26th inst.
MANILA, SINGAPORE, COLOMBO, &c.	Isla de Panay	Span.	Botelho Bros.	On 21st Dec.
MANILA, CEBU & ZAMBOANGA	West Faralon	Brit.	Struthers & Barry	On 23rd inst.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.— Sunday before Advent, November 23rd, 1924:—
Holy Communion—8 a.m.
Matins—11 a.m.
Healing Service—12 noon.
Evensong—6 p.m.
Organ Recital on Tuesday, November 25th, at 5.30 p.m. [151

UNION CHURCH, Kennedy Road.—Sunday Services, November 23rd:—
Sunday School at 10 o'clock.
Morning Service at 11 o'clock:—
Hymns: 41, 155, 763, 470, 474.
P.S.A. Meeting for Men in Lecture Hall at at 4 o'clock:—
Address by Dr. I. E. Mitchell.
Solos by Mrs. M. Lewis.
Evening Service at 6 o'clock:—
Hymns: 42, 571, 502, 560, 662.
Communion at 7 o'clock.
Morning Preacher: Rev. J. Kirk Maconachie.
Evening Preacher: Rev. J. Horace Johnston, B.A. [1589

FIRST CHURCH OF CHRIST SCIENTISTS, Macdonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12. [193

WEATHER REPORT.

November 21st at 17.57.—Pressure has decreased moderately over N.E. Japan, and increased slightly from S.W. Japan to Shanghai and Hongkong. It is nearly stationary over the Philippines.

The northern depression is now central to the N.E. of Tokio.

The Yap depression or typhoon continue to northward.

The anticyclone has strengthened slightly.

Manila warning 21st at 15.20.:—Typhoon in Lat. 13 deg. N. Long. 136 deg. E., moving W.N.W. Recd. 21d. 16h. 51m.

Hongkong rainfall for the 24 hours ending at 18 hours, Nov. 21st 0.00 inch. Total since January 1st, 97.86 inches, against an average of 81.68 inches.

The forcast for the 24 hours ending at 18 hours, Nov. 22nd is as follows:—

DISTRICT	FORECAST
Formosa Channel	...N.E. winds, strong.
Hongkong to Gap Rock	N.E. winds, moderate to fresh; cloudy.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG TIDE TABLE.

From Nov. 22nd to 28th, 1924.

Days of Week.	Days of Month.	HIGH WATER. H'kong. Standard Time.		LOW WATER. H'kong. Standard Time.	
		h. m.	ft. in.	h. m.	ft. in.
Satur.	22	m 4 55	6 1	m 11 58	2 6
		6 32 a	6 2		
Sun	23	m 6 10	6 1	m 0 24	3 8
		7 1 a	6 7	0 36 a	2 7
Mon.	24	m 7 14	6 2	m 1 13	3 1
		7 34 a	7 2	1 13 a	2 8
Tues.	25	m 8 9	6 1	m 2 0	2 4
		8 8 a	7 7	1 49 a	2 9
Wed.	26	m 9 1	6 0	m 2 46	1 7
		8 43 a	8 1	2 24 a	3 0
Thur.	27	m 9 52	5 8	m 3 33	1 3
		9 20 a	8 4	2 59 a	3 3
Fri.	28	m 10 45	5 5	m 4 22	1 0
		9 59 a	8 5	3 35 a	3 5

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PERIN IN ENGLAND, 82 Dr. J. E. CLERC 1924, 82, Hatton Garden, E.C.1, W.C.1, London OR MAIL FROM 99, REED STREET, NEW YORK CITY OR 61, FIRST STREET, SAN FRANCISCO.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Australia	Dec. 5	Dec. 24	Montclare	Jan. 2	Jan. 9
Empress Asia	Jan. 8	Jan. 26	Montlaurier	Feb. 6	Feb. 13
Empress Canada	Jan. 23	Feb. 9	Melita	Feb. 19	Feb. 26

Pacific Sailing schedule for Next Spring on application.
Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets sold.
Early reservation necessary.

Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

THE EMPRESS OF AUSTRALIA WILL SAIL FROM HONGKONG AT DAYLIGHT, FRIDAY, DECEMBER 5th.

HONGKONG—MANILA SERVICE.

	From Hongkong	Due Manila		From Manila	Due Hongkong
	Dec. 11	Dec. 13	EMPRESS ASIA	Dec. 14	Dec. 16
	Dec. 26	Dec. 28.	EMPRESS CANADA	Dec. 29	Dec. 31

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

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1st Class Fare to Singapore—$100.

This vessel offers excellent saloon accommodation
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) service to all destinations in the Netherlands East Indies.

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STEAMSHIP COMPANY
MANAGING AGENTS:—UNITED STATES SHIPPING BOARD
HONGKONG TO SAN FRANCISCO
VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT CLEVELAND" ... December 6th,
S.S. "PRESIDENT PIERCE" ... December 20th,
S.S. "PRESIDENT TAFT" ... January 3rd, 1925

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.
VISIT YOSEMITE, GRAND CANYON, FEATHER RIVER, YELLOW STONE PARK, NIAGARA FALLS.

HONGKONG—MANILA
S.S. "PRESIDENT CLEVELAND" ... November 26th, at 2 p.m.
S.S. "PRESIDENT PIERCE" ... December 10th, at 2 p.m.
S.S. "PRESIDENT TAFT" ... December 24th, at 2 p.m.

For Full Information regarding Rates, Space, etc., Apply to—
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Cable Address: "SOLANO." Tel. Central 141, " " 3222. Canton Agents: HOLYOAK MASSEY & CO., LTD.

NYK

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Through passage rates to Europe via America G.$405, G.$420, G.$440
YOKOHAMA MARU ... Sunday 23rd Nov., at 11 a.m.
KAGA MARU Wednesday, 17th Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
SUWA MARU (Calls Rotterdam) ... Wednesday, 3rd Dec., at 11 a.m.
FUSHIMI MARU Wednesday, 17th Dec., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.
TAJIMA MARU (Calls Valencia & Glasgow) Tuesday, 25th Nov.

SYDNEY & MELBOURNE via Manila Ports.
TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.
AKI MARU ... Wednesday, 14th Jan., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
TAKAOKA MARU Thursday 4th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU ... Saturday, 20th Dec.

BOMBAY via Singapore, Penang & Colombo.
TOBA MARU ... Friday, 28th Nov.
FUKUKI MARU Wednesday, 10th Dec.

CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Monday, 1st Dec.
NAGANO MARU ... Tuesday, 9th Dec.

NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... Thursday 11th Dec.

SHANGHAI, KOBE & YOKOHAMA.
TOKUSHIMA MARU (Moji Direct) ... Tuesday, 25th Nov.
GENOA MARU ... Wednesday, 26th Nov.
TAMBA MARU (Kobe Direct) ... Tuesday, 2nd Dec.
HAKUSAN MARU ... Tuesday, 2nd Dec.

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"PRESIDENT McKINLEY" ... Nov. 28rd.
"PRESIDENT JACKSON" ... Dec. 5th.
"PRESIDENT JEFFERSON" ... Dec. 17th.
"PRESIDENT GRANT" ... Dec. 29th.
"PRESIDENT MADISON" ... Jan. 10th.

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First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

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"PRESIDENT JEFFERSON" ... Dec. 8th.
"PRESIDENT GRANT" ... Dec. 20th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Line to Atlantic Ports.
Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.
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* "CITY OF LAHORE" ..... 4th Dec.....Marseilles, London, R'dam., Hamburg

PASSENGER SERVICE.

† "CITY OF KARACHI" .....26th Nov.....Shanghai and Japan.
* "CITY OF LAHORE" ..... 4th Dec.....Marseilles, London, etc.
† "CITY OF KARACHI" .....29th Jan..... Do.
* "CITY OF BARODA" ..... 4th March..... Do.
† "TRAFFORD HALL" ..... 11th April..... Do.

* "A" Class. † "B" Class.

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SINGLE 1st Class "A"...£92. "B"...£84. | SINGLE 2nd Class "A"...£62. "B"...£56.
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s.s. "CITY OF SHANGHAI" ...via Suez Canal ... ... 19th Dec.
s.s. "HYSON" ... ... via Suez Canal ... 29th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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[17

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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	—	—	23rd Nov.
ANGKOR	—	—	7th Dec.
ANGERS	23rd Oct.	24th Nov.	21st Dec.
PAUL LECAT	6th Nov.	8th Dec.	4th Jan., 1925
ANDRE LEBON	20th Nov.	22nd Dec.	18th Jan., "
AMBOISE	4th Dec	5th Jan., 1925	1st Feb., "

RATES OF PASSAGE MONEY TO MARSEILLES

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A CLASS STEAMERS { 1st Class.....£ 95. 0s. 0d. / 2nd " .....£ 68. 0s. 0d.
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Sailings subject to alteration without notice.

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FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

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HAICHING ...	Capt. A. H. Stewart	Friday,	28th Nov., at 1 p.m.
HAI-NING ...	Capt. W. C. Passmore	Tuesday,	2nd Dec., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

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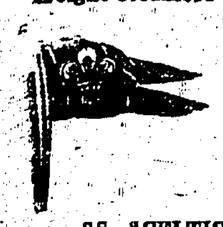

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S.S. "SLAVIC PRINCE" ... ... 1st Jan., 1925

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,684	26th Nov., Noon	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	29th Nov., Noon	Mars., London & Antwerp
"MANTUA"	10,902	13th Dec.	Marseilles & London
"SOUDAN"	6,696	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,135	27th Dec.	Marseilles, L'don. & A'werp
		1925	
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	6,813	21st Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,684	18th Feb.	S'pore., Penang, Colombo & B'bay.
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	6,696	18th Mar.	S'pore., Penang, Colombo & B'bay.
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"SICILIA"	6,813	31st Mar.	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMALA"	9,098	18th Apr.	Mars., L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London
"SARDINIA"	6,684	16th May	S'pore., Penang, Colombo & B'bay.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,000	7th Dec.	Singapore, Penang & Calcutta
"TAKLIWA"	8,500	16th Dec.	do.
"TAIREA"	8,500	26th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	25th Nov., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	31st Dec.	
"ST. ALBANS"	4,500	28th Jan., 1925	

Frequent connections from Australia with the following:—
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"SOUDAN"	6,696	28th Nov.	Moji & Kobe.
"KHIVA"	9,135	30th Nov.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	8th Dec.	Moji & Kobe.
"TAIREA"	8,500	8th Dec.	Kobe only.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe
"KALYAN"	9,118	27th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	27th Dec.	do.
		1925.	
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"SARDINIA"	6,684	24th Jan.	do.
"EASTERN"	4,000	31st Jan.	Moji & Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TANDA"	6,956	7th Feb.	Moji & Kobe.
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	21st Feb.	do.
"SICILIA"	6,813	7th Mar.	do.
"ARAFURA"	6,000	7th Mar.	Moji & Kobe.
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Kobe
"KARMALA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	6,684	17th Apr.	do.
"NAGOYA"	6,954	22nd Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.
"MALWA"	10,941	29th May	do.

All dates are approximate and subject to alteration without notice.

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* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
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CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI & TSINGTAO	"KANGHOW" ...	On 22nd Nov., Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 22nd Nov., 4 p.m.
SWATOW & SHANGHAI ...	"SHANTUNG" ...	On 23rd Nov., 11 a.m.
AMOY, SWATOW & SINGAPORE ...	"KIANGSU" ...	On 24th Nov., D.L.
SWATOW & BANGKOK	"KAYING" ...	On 25th Nov., 11 a.m.
AMOY & SHANGHAI	"SUNNING" ...	On 25th Nov., 5 p.m.
SHANGHAI & TSINGTAO ...	"LINAN" ...	On 28th Nov., Noon.
HOIHOW, PAKHOI & HAIPHONG	"TAMING" ...	On 27th Nov., 10 a.m.
SWATOW & SHANGHAI	"SZECHUEN" ...	On 27th Nov., 11 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW" ...	On 29th Nov., Noon.
HOIHOW & SINGAPORE	"CHINHUA" ...	On 30th Nov., 10 a.m.
SWATOW & SHANGHAI ...	"SOOCHOW" ...	On 30th Nov., 11 a.m.
AMOY & SHANGHAI ...	"SUIYANG" ...	On 2nd Dec., D.L.
SWATOW & BANGKOK	"KWANGCHOW" ...	On 2nd Dec., 11 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Banga, Thursday Is., Rabaul & Aus. Ports about
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NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NIPPON" ... ... Sails about 22nd November.
S.S. "ROSANDRA" ... ... Sails about 2nd December.
S.S. "NUMIDIA" ... ... Sails about 22nd December
S.S. "VENEZIA" ... ... Sails about 1st Jan., 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA" ... ... Sails about 8th December.
S.S. "NIPPON" ... ... Sails about 2nd Jan., 1925.
S.S. "ROSANDRA" ... ... Sails about 7th Jan., "
S.S. "NUMIDIA" ... ... Sails about 2nd Feb., "
S.S. "VENEZIA" ... ... Sails about 7th Feb., "

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... ... Sails about 1st December.
S.S. "UMTALI" ... ... Sails about 31st December.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

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OPERATING U.S. GOVERNMENT SHIPS,

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.
(22 days to San Francisco. 28 days to Los Angeles).

U.S.S.B. "WEST CAJOOT" ... ... Due Hongkong 1st Dec
Leave Hongkong 3rd Dec.
U.S.S.B. "WEST FARALON" ... ... Due Hongkong 12th Dec
Leave Hongkong 15th Dec

Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "WEST FARALON" ... ... Due Hongkong 22nd Nov
Leave Hongkong 23rd Nov.

TO MANILA, ILOILO, SAIGON AND SINGAPORE.

U.S.S.B. "WEST JESTER" ... ... Due Hongkong 25th Nov.
Leave Hongkong 27th Nov.

Through Bills of Lading issued to all Ports not served.

FOR FULL INFORMATION, APPLY TO
L. EVERETT, General Agent for STRUTHERS AND BARRY, 1st Floor, Queen's Building, Phone No. Central 3003
JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
G. F. BRADFORD, Res. Agent. [15

POST OFFICE NOTICE.

XMAS LETTER AND PARCEL MAILS FOR CANADA AND U.S.A.

Xmas Letter and Parcel Mails for Canada and U.S.A. will be closed in the G.P.O. on the 29th inst., at the following times:—

Parcel Mail	Saturday, 29th Nov.,	3.00 p.m.
Registered Mail	" "	4.15 p.m.
Ordinary Mail	" "	5.00 p.m.

These mails are due in Victoria, B.C., and Seattle, on 22nd December

INWARD MAILS.

From	Per	Due
Shanghai and Europe via Siberia (London, 24th Oct)	*West Faralon*	22nd Nov.
Shanghai	*Amasone*	22nd Nov.
Java	*Tjisaroem*	23rd Nov.
Europe via Negapatam Papers only, London 23rd Oct.	*Hamburg Maru*	23rd Nov.
Japan	*Eastern*	23rd Nov.
Shanghai	*Sunning*	23rd Nov.
Japan Shanghai & Europe via Siberia London 31st, Oct.	*Siberia Maru*	23rd Nov.
Shanghai	*Szechuen*	24th Nov.
Japan	*Kiu* "	24th Nov.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Garfield*	24th Nov.
Saigon	*Angers*	24th Nov.
U.S.A., Canada, Japan and Shanghai	*Pres. Jackson*	25th Nov.
U.S.A. Honolulu, Japan and Shanghai	*Pres. Cleveland*	25th Nov.
U.S.A. Canada, Japan Shanghai and London via Canada (London, 25th Oct.	*Empr. of Australia*	27th Nov.

OUTWARD MAILS.

For	Per	Date.		
Sandakan	*Mausang*	Saturday,	22nd,	10.30 A M
Amoy & Manila	*Yuensang*			10.30 A M
Swatow	*Lokwa*			12.30 P M
Wei Hai Wei	*Kuochow*			2.30 P M
Shanghai, Japan, Canada, U.S.A., Central & South America and *EUROPE via Victoria, B.C.—due Victoria B.C., 12th Dec.—Ship sails on Sunday, 23rd inst. at 10 a.m.	*Pres. McKinley*		Parcels,	3.00 P M
			Reg.	4.15 P M
			Letters	5.00 P M
Saigon, *Straits Ceylon India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 24th Dec—Ship sails on Sunday 23rd inst at 4 p.m.	*Amasone*		Registration	4.15 P M
			Letters	5.00 P M
Fort Bayard, Pakhoi and Haiphong	*Hanoi*			5.00 P M
Hoihow and Haiphong	*Leesang*	Sunday,	23rd,	8.30 A M
Swatow, Amoy and Formosa	*Amakusa Maru*			9.00 A M
*Swatow & Bangkok	*Chakung*	Monday,	24th,	8.30 A M
Saigon, *Straits, *Colombo & S. Africa	*Chicago Maru*			10.30 A M
Shanghai, Japan and EUROPE via Siberia (Correspondence specially superscribed "via Siberia only)	*Angers*			1.30 P M
Swatow	*Hydrangea*			3.30 P M
Shanghai, Dairen & Japan	*Havana Maru*			5.00 P M
Manila, *Straits, Ceylon, India, Mauritius, E. & S. Africa, *Egypt & *EUROPE via MARSEILLES—due Marseilles, 31st Dec.	*Pres. Garfield*	Tuesday,	25th,	8.30 A M
*Swatow and Bangkok	*Kaying*			9.30 A M
Swatow, Amoy and Foochow	*Hai Hong*			Noon
Straits and Calcutta	*Kutsang*			1.00 P M
Manila, Sandakan, Australia New Zealand via Thursday Island—due Thursday Island, 8th Dec.	*Eastern*		Parcels,	Noon
			Registration	1.45 P M
			Letters	2.30 P M
Amoy	*Sunning*	Tuesday,	25th,	3.30 P M
Swatow	*Wusung*			5.00 P M
Formosa	*Yubari Maru*			5.00 P M
Shanghai	*Linin*	Wednesday,	26th,	10.30 A M
Straits, Ceylon, India, Mauritius E. & S. Africa	*Sardinia*			10.30 A M
Manila	*Pres. Jackson*			3.30 P M
Japan	*Tjilaroem*			11.30 A M
Java via Batavia	*Tjilacap*			11.30 A M
Hoihow, Pakhoi and Haiphong	*Taming*	Thursday,	27th,	8.30 A M
Swatow, Amoy and Foochow	*Haicking*	Friday,	28th,	Noon
Straits Ceylon, India, Mauritius, E. and S. Africa, Egypt, and EUROPE via Marseilles—due Marseilles, 27th Dec.	*Karmala*	Parcels,	28th,	5.00 P M
		Saturday,	29th,	
		Registration		9.45 A M
		Letters		10.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

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LONDON SERVICE
(DIRECT).

PHEMIUS ... 8TH DEC. Amsterdam, London & Hamburg
HECTOR ...16TH DEC. Marseilles, London, Rotterdam & Glasgow
*DIOMED ...22ND DEC. London, Rotterdam & Hamburg
* via Oran.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

DEMODOCUS ... 1ST DEC. Marseilles, Havre, Liverpool & Glasgow
MENELAUS ...20TH DEC. Genoa, Marseilles, Liverpool & Glasgow
*CYCLOPS ...28TH DEC. Marseilles, Havre, Liverpool & Glasgow
* via Port Sudan.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

PROTESILAUS...30TH NOV. Victoria, Seattle & Vancouver
ACHILLES ...30TH DEC. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

OANFA ... 7TH DEC. Boston, New York, Baltimore via Suez
HYSON ...29TH DEC. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

TEIRESIAS .. 29TH NOV. Shanghai
HECTOR ...16TH DEC. Singapore, Marseilles & London
TEIRESIAS ...29TH DEC. Singapore, Marseilles & London
SARPEDON ...27TH JAN. Singapore, Marseilles & London
PATROCLUS .. 10TH MAR. Singapore, Marseilles & London
ANTENOR .. 7TH APR Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR FREIGHT AND PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE, AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

November 21st, 1924

On London.—	
Telegraphic Transfer	2/4⅛
Bank Bills, on demand	2/4 7/16
Bank Bills, at 30 days' sight	—/—
Bank Bills, at 4 months' sight	2/4⅛
Credits, at 4 months' sight	2/5⅛
Documentary Bills, 4 months' sight	2/5⅛
On Paris.—	
Bank Bills, on demand	1,045
Credits, 4 months sight	1,145
On New York.—	
Bank Bills, on demand	54⅛
Credits, at 30 days' sight	56⅛
On Bombay.—	
Telegraphic Transfer / Bank Bills, on demand	158
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	158
On Shanghai.—	
Bank Bills, at sight / Private, 30 days' sight	nom.
On Yokohama.—On demand	141⅛
On Manila.—On demand	108½
On Singapore.—On demand	101⅛
On Batavia.—On demand	138⅛
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	76½
Sovereign, Bank's Buying rate	$ 8.24
Gold Leaf, 100 fine, per tael	46.6
Bar Silver, per oz.	33⅜

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:

W. L. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.
B. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — N. L. Watson, Esq.
Hon. Mr. P. H. Holyoak. — T. G. Weall, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 5th November, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 12nd September, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,900,000
Reserve Liability of Proprietor	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application

A. H. FERGUSON,
Manager.

Hongkong, April 8th, 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,960,000

Head Office:—Taipeh, Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka Moji.
Formosa:—Giran Kagi, Karenko, Koolung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:
London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. Yamamoto
Manager.

Hongkong Branch,
4, Des Voeux Road,
Hongkong, 28th June, 1923

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

Per annum.
For 3 months at the rate of 3 per cent.
For 6 " 4 "
For 12 " 5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [24

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 77,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun (Changchun)	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Tsinanfu
Honolulu	Rio de Janeiro	Tsingtao
Kai Yuen		Vladivostock

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 27th October, 1924. [39

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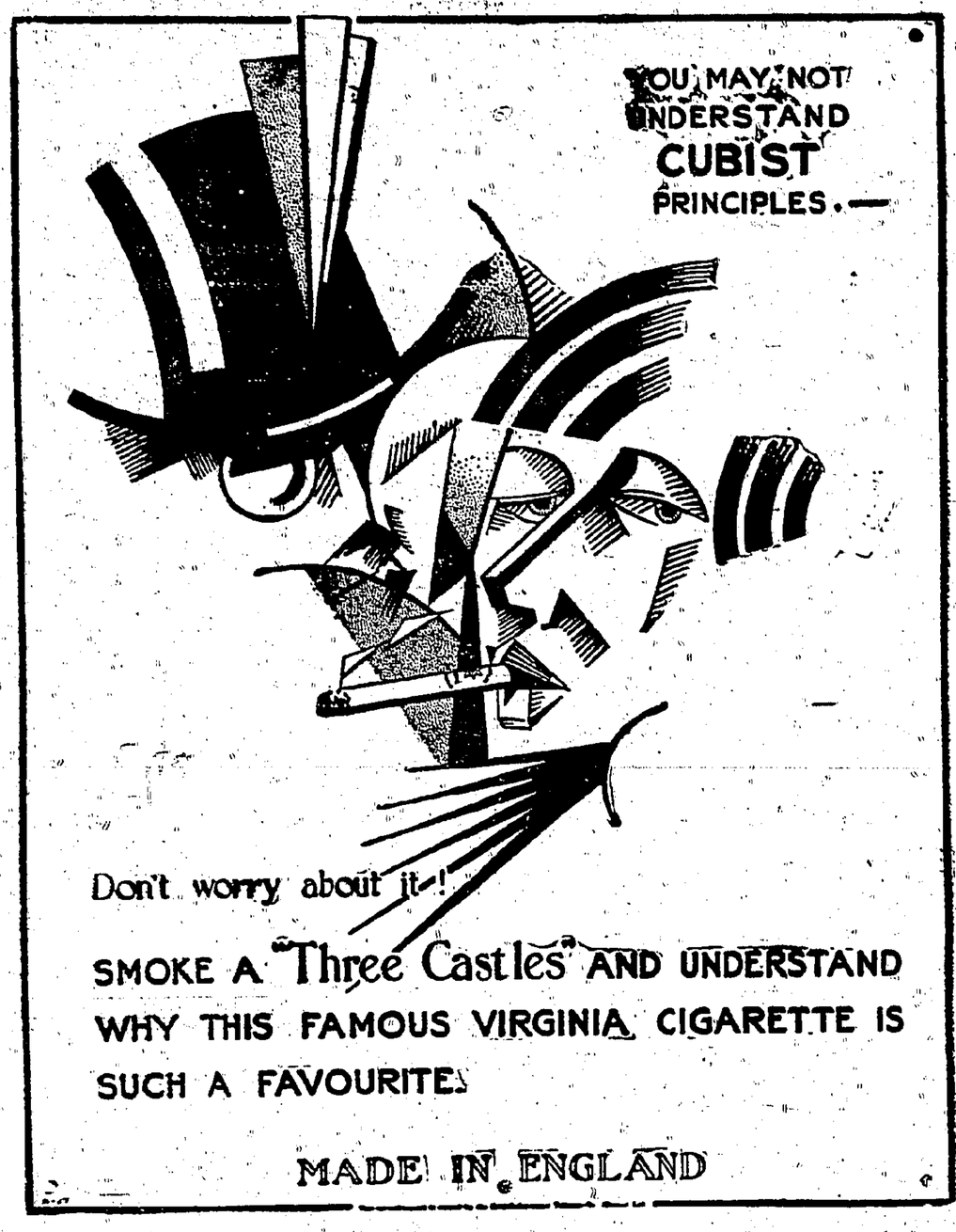

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gresechurch Street, London, E.C. 2.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,867,283.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Pekin	Touraine
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondichery	

Bankers:

In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 30th March, 1924. [32

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,670)
Reserve Fund	20,045,032 (£1,670,419)
Special Reserves	22,660,000 (£1,888,333)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng Bombay, Calcutta, Cheribon, Djember Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang Palembang, Pecalongan, Penang Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore Soerabaia, Soerakarta (Solo), Tegal Tjilatjap and Weltevreden.

LONDON BANKERS:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

W. H. GROSKAMP,
Agent.

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$30,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	9,629,425.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [28

Printed and Published by Henry Adolphus Cartwright, for the Hongkong Daily Press, Ltd., at 1A, Chater Road Victoria, Hongkong. London Office: 131, Fleet Street, E.C. 4.